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National Forest**
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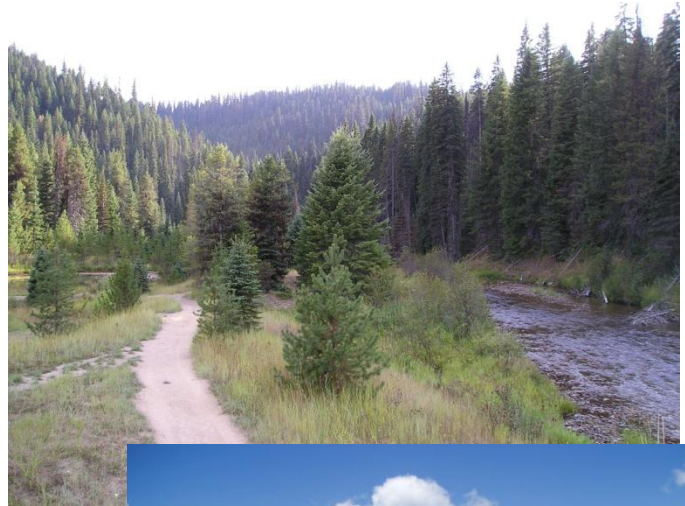
October 2010



*Lead Agency:
USDA-Forest Service*

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Designated Routes and Areas for Motor Vehicle Use



DRAMVU
SUPPLEMENTAL
Draft
Environmental Impact Statement

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

**Organization of the Designated Routes and Areas for Motorized Use
Supplemental - Draft Environmental Impact Statement**

The format for this document follows the Council on Environmental Quality (CEQ) recommended format (40 CFR 1502.10) and is in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations. This Supplemental Draft EIS discloses the direct, indirect, and cumulative environmental effects that would result from the proposed action and alternatives. Therefore, the information in this document contains the following sections:

Table of Contents

Chapter 1 – Introduction describes the purpose of the Supplemental Draft EIS and the scope of the analysis.

Chapter 2 – Alternatives fully describes new proposals that may be considered with any action alternative. These proposals were developed based on review of the Forest Plan, Forest Service Policy or issues identified by the public and other agencies.

Chapter 3 – Existing Conditions and Environmental Consequences this section supplements the Draft EIS as presented in December of 2008. New information for the existing condition is presented for wildlife, thus providing a baseline for comparison of alternatives. This chapter also discloses the direct, indirect, cumulative and irreversible and irretrievable *environmental effects* of implementing the supplemental proposals for all resources. This chapter is organized by area of concern: wildlife security, soil and water quality, fish habitat invasive plants and heritage resources, etc.

Chapter 4 – Consultation and Coordination this sections presents an updated list of preparers, and groups or individuals receiving a copy of the Supplemental Draft EIS.

Appendix A – Supplemental EIS Maps

Appendix B – Supplemental EIS Proposed Motorized Use Designations for Roads & Trails

Appendix C – Past, Ongoing and Reasonably Foreseeable Actions

Appendix D – Proposed Forest Plan Amendments

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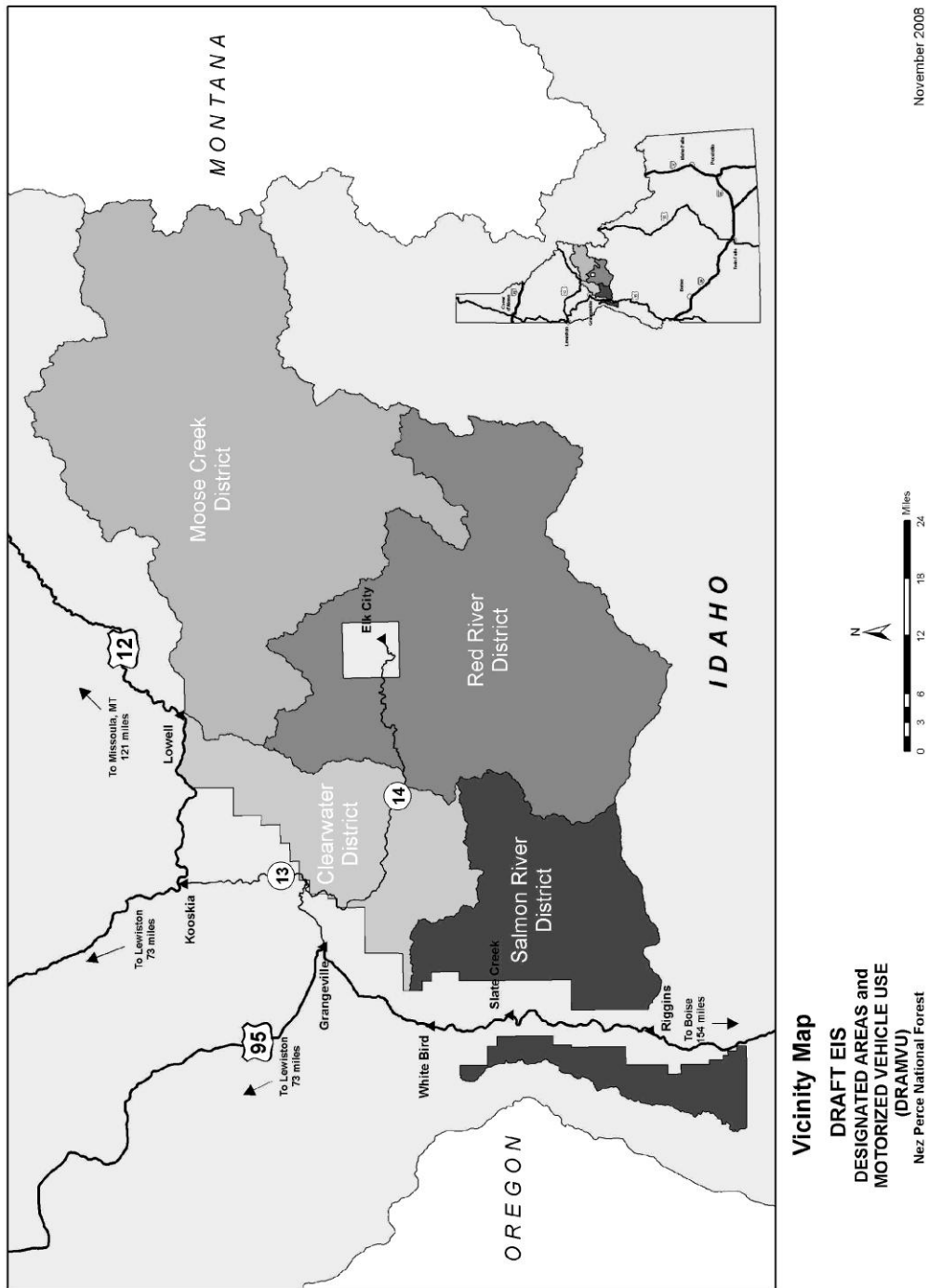


Figure 1-1 Vicinity Map

SUMMARY

The Nez Perce National Forest is preparing this Supplemental Draft Environmental Impact Statement (SDEIS) for the Designated Routes and Area for Motorized Use (DRAMVU) project.

This document describes the supplemental alternatives that fully or partially meet the purpose and need for the Nez Perce National Forest DRAMVU project.

The proposals presented in this document may be combined with any action alternative presented in the Draft Environmental Impact Statement (DEIS) for the decision. Proposals in this document improve the range of route designations considered for motorized use by the deciding official. This document provides the information necessary for the decision-maker to make an informed choice between alternatives.

The alternatives to parking, access to dispersed camping, road and trail designations presented in this SDEIS are considered supplemental action alternatives. These proposals respond to new issues identified through comments and the analysis process.

Supplemental information is provided on:

- ◆ **Parking** - Proposal for parking within one vehicle length of roads.
- ◆ **Dispersed Camping Access** - Proposed conditions of use and distance for wheeled motorized access for dispersed camping. Reduced motorized wheeled access for dispersed camping is proposed along 20 miles of road.
- ◆ **Road and Trail Designations** - Proposed designation for motorized access on roads and trails in elk and deer winter range, moose winter range, summer elk habitat, Wall Creek Municipal Watershed and some proposals for consistency with adjacent land managers.

The SDEIS proposes new designations for 548 miles of road and 66 miles of trail for a variety of reasons as described in Chapter 2. Of the 548 miles of road, approximately 39 miles are proposed to be closed yearlong to motorized use. About 506 miles of road are proposed for seasonal use, primarily to address elk and moose habitats. Approximately 3 miles of road are proposed to be open yearlong to motorized use. Of the 66 miles of trail, approximately 13 miles would be closed yearlong to motorized uses. The remaining 53 miles are proposed for seasonal use. The proposals are described in Chapter 2 and are detailed in Appendix B.

- ◆ **Environmental effects of the above proposals including:**
 - New information and effects to summer elk habitat, elk and deer winter range and moose winter range.
 - New information and effects on Forest Plan Management Areas 16, 21 and 22.
 - Two Proposed Forest Plan Amendments and effects.

At this time, the forest is asking for comments specifically on information presented in this SDEIS. Comments are solicited on the proposals in this document and the effects analysis of the proposals. Comments received by on this the SDEIS will be considered in the decision. A Final Environmental Impact Statement (FEIS) and Record of Decision will be prepared in the future.

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CHAPTER 1 – PURPOSE AND NEED

Introduction

The Forest Service is preparing this supplemental environmental impact statement (SDEIS) for the **Designated Routes and Area for Motorized Use (DRAMVU) project** on the Nez Perce National Forest (NPNF or Forest), Idaho County, Idaho (Figure 1-1). The purpose of the SDEIS is to present: new information, proposed route designations in response to forest direction and effects analysis for the Draft Environmental Impact Statement (DEIS).

To place the SDEIS in the proper context, the reader will need to refer to the DRAMVU DEIS. The reader should review the purpose and need of the project as well as the alternatives described in that document. The SDEIS is available bound or on compact disc. It is also available for public review at the [Nez Perce National Forest website: fs.usda.gov/goto/nezperce/projects](https://fs.usda.gov/goto/nezperce/projects) or the project information page at fs.usda.gov/goto/nezperce/dramvu-info. If the reader requires a copy of the SDEIS, please contact Jennie Fischer at 208-983-4048 at the Nez Perce National Forest in Grangeville, Idaho.

This SDEIS supplements the effect analysis for all resources documented in the DEIS. The analyses documented in the SDEIS are based on the thorough application of the best available science currently available to the project Interdisciplinary Team. The information considered consists of scientific literature, agency and research findings, models and their assumptions and limitations, and other information that apply to local conditions within the project area or similar conditions in other nearby areas that are relevant and can be extrapolated to the area affected by the project.

Use of the best available science in the evaluation of this project includes consideration of opposing viewpoints and disclosure of model and data limitations. Further, the Forest coordinated with other technical experts who also reviewed their consideration of opposing viewpoints and use of best available science.

Comments are solicited on the proposals in this document and the effects analysis of the proposals. **Proposals in this document improve the range of route designations considered for motorized use by the deciding official. Comments received by on this the SDEIS will be considered in the Final EIS and the decision.**

The roads and trails presented in Chapter 2 and Appendix B of this document, do not include the entire road and trail systems on the forest. Please refer to the DEIS-Appendix B for a complete list of roads and trails.

Comments should be focused on the proposals and information provided in this SDEIS. Comments about the original alternatives or information presented in the DEIS do not need to be resubmitted at this time.

For more information contact please contact Ralph Rau (Deputy Forest Supervisor) or Jennie Fischer (Project Lead) at 208-983-1950, at the Nez Perce National Forest in Grangeville, Idaho.

Background

The purpose of this planning effort is to meet the intent of the Travel Management Rule (USDA-FS 2005), and determine which routes should be designated for motorized vehicle use by type of vehicle and season of use. This action is needed to maintain opportunities for motorized recreation while minimizing user conflicts and impacts on natural resources.

Information in this Supplemental Draft EIS (SDEIS) will be used to improve the range potential designations for motorized use on roads and trails of the Nez Perce National Forest. The deciding official may use any combination of designations as presented in the Alternatives in the Draft EIS or proposals in this Supplemental DEIS, in the decision (Record of Decision).

At this time the forest is asking for comments specifically on information presented in this SDEIS: new proposals related to parking and motorized access for dispersed camping, new designations not presented in the DEIS, proposed Forest Plan Amendments, new information on effects to wildlife habitat or environmental effects of the proposals in this SDEIS.

As previously presented in the DEIS, the decision would not address designations for over-the-snow vehicle use or to allow the use of motorized equipment to retrieve game (See DEIS, Chapter 2, Pages 21, 26, 28, 31, and 34).

Purpose and Need for Action

No additional or new information.

Decision Framework

Given the purpose and need, based upon the effects of the alternatives, the responsible official will decide:

- Does the decision require any Forest Plan Amendments, and if so, what elements of the Plan are to be amended for this project?

Significant Issues

Effects to Wildlife Habitats.

There is a concern about habitat security and the effects from motorized use within elk, deer and moose habitats, and meeting the Forest Plan.

Indicators of Wildlife

- ◆ **Summer Elk Habitat Effectiveness (Percent)**
- ◆ **Miles of Motorized Roads in Elk and Deer Winter Range**
- ◆ **Miles of Motorized Road in Moose Winter Range**

This information supplements Chapter 1 of the DRAMVU DEIS.

CHAPTER 2 - ALTERNATIVES

Introduction

This chapter describes the supplemental alternatives that fully or partially meet the purpose and need identified in Chapter 1 and the no action alternative for the Nez Perce National Forest DRAMVU project.

The information presented in this chapter may be combined with any action alternative presented in the DEIS for the decision. This document provides the information necessary for the decision-maker to make an informed choice between alternatives.

The roads and trails presented in this Chapter and Appendix B of this document, do not include the entire road and trail systems on the forest. Please refer to the DEIS-Appendix B for a complete list of roads and trails on the forest.

The alternatives to parking, access to dispersed camping, road and trail designations presented in this SDEIS are considered supplemental action alternatives. These proposals respond to new issues identified through comments and the analysis process.

The issues are:

- ◆ Consistency with Forest Service policy,
- ◆ Consistency with the Nez Perce Forest Plan,
- ◆ Effects to natural resources (heritage, sensitive plants, soils, etc),
- ◆ Effects to wildlife habitat (Elk, Deer, Moose), and
- ◆ Consistency of route designations with other land managers (Bitterroot NF, Clearwater NF, Bureau of Land Management).

This information supplements Chapter 2 of the DRAMVU DEIS.

Description of Alternatives

Alternatives Considered in Detail

Design Criteria and Mitigation Measures Common to All Action Alternatives.

Motorized use of Designated Roads, Trails and Areas.

- ◆ Designate the distance for parking off roads as one vehicle length.

- ◆ **CONDITIONS OF USE – WHEELED MOTORIZED ACCESS FOR DISPERSED CAMPING**

Limited motor vehicle use for camping or parking is allowed within a specified distance (x feet) of designated roads and trails (measured from the centerline) under the following conditions which are designed to avoid resource damage:

- Travel only to existing clearly defined campsites and use the single most clearly defined track.
- Travel only for access to the campsite, not for repetitive recreational riding.
- Confine vehicles to the existing disturbed area at the campsite.
- Do not cross streams and do not pass signs, barriers, or obstructions placed to stop vehicle use.

Note: Motorized travel is not permitted off designated routes to collect firewood per the terms of the firewood permit.

Alternative 1 (No Action)

Parking and Dispersed Camping Access

The no action alternative would continue to allow parking and wheeled motorized vehicle access for dispersed camping following the general prohibitions and following any other restriction that has been put in place on National Forest Service Roads and Trails, or areas within the Nez Perce National Forest (36 CFR, Part 261, Subpart A and Subpart B).

Parking and wheeled motorized vehicle access to dispersed camping are generally allowed across the forest off roads and trails for an undetermined distance following the general prohibitions, except when a forest order is in place.

Under some current forest orders signed by the Forest Supervisor, or their acting, the motorized vehicle use is allowed only on designated Forest Development Roads and Trails. Under most orders roads and trails are listed that have a travel restriction to prohibit use by a type of vehicle during a certain time period. Some of these orders are known as area closures and have been represented on the Forest Visitor maps with specific map symbol [R]. These orders prohibit motorized vehicle use off roads or trails that are not designated for use. Forest Orders are located at the Supervisor's Office and are referenced in DEIS, Appendix B – Road Management Objective tables and are also posted on the ground at the beginning of the road or trail.

Example: Rapid River, Special Area D1-03-05. Prohibits using any type of motorized vehicle on National Forest System Roads and segments listed, from December 1 through April 1 of each year except snowmobiles driven over snow [36 CFR 261.54 (a)].

General prohibitions that currently apply to parking and dispersed camping include:

- Placing a vehicle or other object in such a manner that it is an impediment or hazard to the safety or convenience of any person (Part A, 261.10(f)).
- Use or occupancy of National Forest System lands or facilities without an approved operating plan when such authorization is required (Part A, 261.10(p)).
- Damaging and leaving in a damaged condition any such road, trail, or segment thereof (Part A, 261.12(c)).
- Blocking, restricting, or otherwise interfering with the use of a road, trail, or gate (Part A, 261.12(d)).
- In a manner which damages or unreasonably disturbs the land, wildlife, or vegetative resources (Part A, 261.15(h)).
- In violation of State law established for vehicles used off roads (Part A, 261.15(i)).

Prohibitions that may apply to parking or access to dispersed camping by order include:

- Special closure which prohibits use to go into or be upon any area which is closed for protection of (a) Threatened, endangered, rare, unique, or vanishing species of plants, animals, birds or fish; (b) Special biological communities; (c) Objects or areas of historical, archeological, geological, or paleontological

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interest; (d) Scientific experiments or investigations; (e) Public health or safety; or (f) Property (Part b, 261.53).

- Using any type of vehicle prohibited by the order (Part B, 261.54(a)).
- Being on the road (Part B, 261.54(e)).
- When provided by an order, it is prohibited to possess or use a vehicle off National Forest System roads (Part B, 261.56).
- Parking or leaving a vehicle in violation of posted instructions (Part B, 261.58(g)).

Proposal for Parking

BACKGROUND

The Travel Management Rule does not specifically direct designation of parking vehicles on the forest. However, in January of 2009, new Forest Service Manual Direction was published to help implement the Travel Management Rule (FSM 7700, USDA-FS 2009). In that direction, the responsible official must choose to designate the distance for parking off roads either as one vehicle length or up to 30 feet.

On the Nez Perce National Forest the public is currently allowed to park a vehicle off a road or trail on the forest following the general prohibitions as listed in 36 CFR 261 or if not prohibited by a forest order.

In the DEIS Alternatives, parking was proposed within 300 feet of designated roads and from 0-300 feet of designated trails, depending on the alternative. Because the DEIS did not propose a distance less than 300 feet from roads, supplemental information is needed on the effects of reducing the parking distance to one vehicle length.

NEW PROPOSAL

Proposed parking distance for parking off roads is **one vehicle length**. One vehicle length is the length of a vehicle and a trailer (e.g. boat, horse, or camper). Use would be allowed as to not create resource damage and follow current forest orders or prohibitions.

Proposal for Motorized Access for Dispersed Camping

BACKGROUND

The Travel Management Rule allows the responsible official may, "... include the designation the limited use of motor vehicles within a specified distance of certain designated routes, and if appropriate within specified time periods, solely for the purposes of dispersed camping or retrieval of a downed big game animal by an individual who has legally taken that animal." (§ 212.51).

Motorized access to dispersed camping is currently allowed across the forest off roads and trails as stated above for an undetermined distance, with the exception of forest orders limiting camping (Alternative 1).

The DEIS Alternatives proposed to allow limited access for dispersed camping in all action alternatives, because of the existing traditional uses. The alternatives included access within 300 feet of designated roads and from 0-300 feet from designated trails (Table 2-1).

In the DEIS the following distance were proposed.

Table 2-1. Distance for motorized access for dispersed camping by DEIS Alternative.

DEIS	ALT 1	ALT 1A	ALT 2	ALT 3	ALT 4
Access for Dispersed Camping from:	300' – Roads 0' - Trails	300' – Roads 100' - Trails	300' – Roads 0' - Trails	300' – Roads 0' - Trails	300' – Roads 300' - Trails

The conditions of use that were presented included the exception to areas where geography and resource protection are limiting factors (e.g. cliffs, streams, etc.) or use as authorized under certain special use permits. In addition the DEIS alternatives included Design Criteria and Mitigation Measures Common to All Action Alternatives as follows:

Motorized use on designated roads, trails, areas.

This action does not supersede CFR 261.12 National Forest System roads and trails; ...prohibiting (c) Damaging and leaving in a damaged condition any such road, trail, or segment thereof. Nor will this action supersede CFR 261.15 Use of vehicles off roads: It is prohibited to operate any vehicle off National Forest System, State, or County roads: (h) In a manner which damages or unreasonably disturbs the land, wildlife, or vegetative resources.

In response to comments on the DEIS and internal discussions there was a need to be consistent with the Clearwater National Forest about motorized access for dispersed camping. Because of the location of the Nez Perce National Forest and the neighboring Clearwater National Forest, many forest visitors travel and enjoy activities on both forests. There was a need to remove differences between the two forests. The proposed conditions of use, responds to this concern.

In response to the potential effects of natural and heritage resources, there was also a need to clarify conditions of use, and several areas on the forest were determined to need additional protection from effects from dispersed camping activities. The proposal

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for reduced wheeled vehicle access for dispersed camping responds to this concern (Table 2-2 and Maps 6, 7, 8, 9 and 10).

NEW PROPOSAL

The following proposed conditions of use for wheeled motorized access for dispersed camping would be applied to any action alternative. The distance, X, is dependent upon the alternative selected. The maximum distance for driving off a designated route to access dispersed camping sites as presented in the DEIS is not proposed to change (Table 2-1).

Limited motor vehicle use for camping is allowed within X feet of designated roads and/or trails (measured from the centerline) under the following conditions which are designed to avoid resource damage:

- **Travel only to existing clearly defined campsites and use the single most clearly defined track.**
- **Travel only for access to the campsite, not for repetitive recreational riding.**
- **Confine vehicles to the existing disturbed area at the campsite.**
- **Do not cross streams and do not pass signs, barriers, or obstructions placed to stop vehicle use.**

Note: Motorized travel is not permitted off designated routes to collect firewood per the terms of the firewood permit.

In this SDEIS, approximately 19 miles of road are proposed for no wheeled vehicle access for dispersed camping (0 feet), parking of vehicles would still be allowed up to one vehicle length. The following table lists fourteen roads with proposed designations where motorized vehicle access for dispersed camping would not be allowed to protect natural resources (0 feet from designated roads).

Along Road 444, for distance of 1.5 miles, motorized access for dispersed camping would be allowed up 300 feet or to the Wilderness Boundary whichever is less. This proposal is needed because the wilderness boundary is less than 300 feet away from Road 444, and motorized use is prohibited in the wilderness.

See Appendix A, Maps 6, 7, 8, 9, and 10 for a display of routes proposed for a reduction in wheeled motorized access for dispersed camping.

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Table 2-2. Roads Proposed for Reduced Wheeled Motorized Vehicle Access for Dispersed Camping.

Road Number	Road Name	Beginning Milepost	Ending Milepost	Miles	Proposed Distance for Motorized Access for Dispersed Camping
1856	Fish Creek	3.1	3.6	0.5	0 feet
1870	Pinnacle	3.3	5.2	1.9	0 feet
243	Free Use	9.7	10.4	0.7	0 feet
243G	Rocky Knob	0.2	0.4	0.2	0 feet
243G1	Rocky Knob Spur	0.0	0.2	0.2	0 feet
394	Kelly Mountain	1.6	2.7	1.1	0 feet
420	Boise Trail	4.4	6.0	1.6	0 feet
420C	Grave Point	0.0	1.2	1.2	0 feet
444	Gospel	4.8	6.3	1.5	300 feet or to Wilderness Boundary which ever is less
468	Nez Perce Trail	21.6	23.6	2.0	0 feet
479	Swartz Meadows	5.7	6.5	0.8	0 feet
643	Florence Basin	3.6	7.8	4.2	0 feet
672	Crooked	19.1	21.4	2.3	0 feet
672E	Johnson Ridge	0.0	1.2	1.2	0 feet
9323	Bull Run Ridge	0.0	0.9	0.9	0 feet
TOTAL Road Miles				20.3 miles	0 feet

Proposed Road and Trail Designations

The new proposed road and trail designations are a result of reviewing the effects analysis of the DEIS alternatives on Summer Elk Habitat, elk and deer winter range, moose winter range, forest plan standards, the DEIS range of alternatives and coordination with other agencies.

Maps 11, 12 and 13 (front) display the proposed road and trail designations presented in the SDEIS. Detailed information on individual road and trail proposals is presented in the SDEIS- Appendix B.

Background

These proposals are only on part of the roads and trails of the Nez Perce National Forest. Within this SDEIS a number of motorized route designations are proposed to address some of the elk habitat areas below assigned objectives, roads and trails in elk and deer winter range, winter moose habitat or others. These proposals were included if no DEIS alternative had a designation that would address these issues. Nearly all of the proposals focus on restricting motorized use seasonally, when there is very little recreation use currently, but which could increase in the future. The proposals are primarily for seasonal restrictions rather than yearlong restrictions.

Continued yearlong motorized use of some roads requires a forest plan amendment or identification of the road open for motorized use. Some seasonal restrictions on main roads were considered but not brought forward into the SDEIS. It was decided that some main routes should be maintained with their current access designations. Criteria were used on these main routes to determine if a road would remain open for use yearlong or a seasonal use would be proposed. The criteria included: main route with traditional yearlong use, main route and accessing area with yearlong traditionally use or primary access route identified on the forest visitor maps - yellow highlighted.

In the comparisons to Alternative 1, access is based on the current legal closures (See DEIS Chapter 2). On the ground some roads or trails are either not currently accessible or are currently managed for a certain type of vehicle. Therefore, the actual proposed change to the miles available for use may be less.

See also DEIS, Chapter 5, for Acronyms, Glossary and References.

ROADS – SDEIS Summary

This supplement proposes new designations on 548 miles of road (Table 2-3, 2-9, 2-10). Approximately 3 miles of road are proposed for yearlong motorized use for full sized vehicles. Seasonal use of roads is proposed on approximately 506 miles, with 351 miles for full sized vehicles and 155 miles for ATV/cycle use. About forty miles of road are proposed for non-motorized use, except snowmobile. The proposals are grouped into three areas: Elk and Deer, Moose and Other.

Proposals related to Summer Elk Habitat Effectiveness and elk and deer winter range, account for 245 miles of road. The majority of roads proposed for non-motorized use are related to elk habitat and are located in the Earthquake basin - Elk Habitat Evaluation Area. There are numerous roads in the Earthquake basin area that are currently inaccessible, even if they have not been designated as closed to motorized use. The

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other proposed seasonal closures are related to Forest Plan direction in elk and deer winter range.

Proposals related to moose winter range, account for 235 miles roads. Many of these roads are currently open yearlong to motorized use, even though they may be closed seasonally by snow and inaccessible by motorized vehicles, except snowmobiles. The management area direction for winter moose habitat is to restrict access of motorized vehicles during the winter (January to April).

Sixty-eight miles of new road designations are presented to expand the range of alternatives or are proposed to be consistent with other land managers. Approximately 3 miles of road are proposed for yearlong motorized use for full sized vehicles. Seasonal use of roads is proposed on approximately 55 miles, with 50 miles for full sized vehicles and 5 miles for ATV/cycle use. About eleven miles of road are proposed for non-motorized use.

Table 2-3. Proposed Road Designations – SDEIS Summary

Proposed Road Designations					
Dates Open	Full Sized Vehicles ¹ Yearlong	Full Sized Vehicles Seasonally	ATV/Cycle Seasonally	Non-Motorized	Total
01/01-12/31	2.5				2.5
04/02-11/30		91.6			91.6
05/16-11/30		0.6	15.7		16.3
06/16-09/14		16.9	127.8		144.7
06/16-11/30		240.8	6.4		247.2
06/16-9/14			5.2		5.2
09/07-6/19		1.0			1.0
Closed				39.4	39.4
Total	2.5	350.9	155.1	39.4	547.9

¹Roads open to full sized vehicles include: Passenger vehicles, ATVs and motorcycles, as directed by State Law (DEIS, Chapter 2, Page 20).

TRAIL – SDEIS Summary

The supplement proposes new designations on 66 miles of trail (Table 2-4; Table 2-9; Table 2-10). Approximately 52 miles of trails are proposed for seasonal motorized use, with 13 miles for cycle use only. In addition, approximately 14 miles of trail are proposed for non-motorized use.

The trail proposals are primarily needed to respond to the need to reduce motorized use in the winter months in important wildlife habitat. Thirty-two miles are proposed based on summer elk habitat or elk and deer winter range, 24 miles in moose winter range and 10 miles based on other land managers or to be included in the range of alternatives.

Table 2-4. Proposed Trail Designations – SDEIS Summary

Proposed Trail Designation				
Dates Open	ATV/Cycle	Cycle Only	Non-motorized	Total Miles
06/16-09/14	13.2	4.6		17.8
06/16-11/30	26.3	8.4		34.7
Closed			13.6	13.6
Total	39.4	13.0	13.6	66.0

Elk/Deer Winter Range & Summer Elk Habitat Effectiveness

The Travel Management Rule lists specific criteria for designation of roads, trails and areas that includes Harassment of wildlife and significant disruption of wildlife habitats (§ 212.55 (b)(1)). Two new wildlife issues have emerged related to motorized use: elk and deer winter range and Summer Elk Habitat Effectiveness (See Map 13-back).

Following the release of the Draft EIS, based on public comment and internal review, a more detailed analysis for effects on Summer Elk Habitat Effectiveness was completed. This analysis followed the direction set in the Forest Plan (Wildlife Standard #6; Appendix B) and is presented in Chapter 3 of this document. Based on this analysis, new proposals to seasonally close roads or close roads yearlong have been made. One elk habitat area, Earthquake Elk Habitat Evaluation Area (EHEA), that was below the 25 percent objective, has proposals to close roads yearlong (27 miles) and seasonally designate motorized road use (16 miles) (See also Map 12).

The DEIS did not fully analyze the effects of the Alternatives in relation to the forest plan direction for Management Area 16 – elk and deer winter range. Following additional analysis (Chapter 3) the forest determined that some local roads in winter range had not been seasonally closed as directed by the Forest Plan. However, some of the DEIS alternatives did propose some closures to those roads and others did not. It was determined that for the local roads in winter range to remain open for yearlong use, a forest plan amendment is needed.

Based on analysis, the forest is proposing a project-specific forest plan amendment to allow some local roads to remain open in elk and deer winter range. Appendix D presents detailed information on roads that are proposed to remain open for motorized use in winter range and roads that would require a forest plan amendment in Alternatives 1A, 2, 3, 4 or the SDEIS.

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Designated Routes and Areas for Motorized Vehicle Use

Table 2-5 and Table 2-6 summarizes the proposed designations on 245 miles of road and 32 miles of trail related to elk and deer habitat. New proposals for seasonal motorized use are presented on roads (217 miles) and trails (29 miles) to provide protection during the summer or winter time. Detailed information on individual routes is in SDEIS-Appendix B and, Maps 12 and 13 display the road and trail proposals. See also Chapter 3, Wildlife section.

Table 2-5. Proposed Road Designations - Elk and Deer.

Proposed Road Designations - Elk and Deer							
Dates Open	Elk Habitat (Winter/Summer)			In Earthquake/Blacktail EHEAs			Total Miles
	Full sized Vehicle Seasonal Motorized	ATV/Cycle Seasonal Motorized	Non-Motorized	Full sized Vehicle Seasonal Motorized	ATV/Cycle Seasonal Motorized 22	Non-Motorized	
04/02-11/30	60.1						60.1
05/16-11/30				0.6	15.7		16.3
06/16-09/14	9.6	14.9					24.6
06/16-11/30	109.7						109.7
06/16-9/14		5.2					5.2
09/07-6/19	1.0						1.0
Closed			0.9			27.2	28.1
Total Miles	180.4	20.1	0.9	0.6	15.7	27.2	244.9

Table 2-6. Proposed Trail Designations - Elk and Deer.

Proposed Trail Designations – Elk and Deer				
Dates Open	ATV/Cycle Seasonal Motorized	Cycle Only Seasonal Motorized	Non-motorized	Total Miles
06/14-09/14	4.5	1.2		5.7
06/16-11/30	15.0	8.1	0.0	23.1
Closed			3.5	3.5
Total Trail Miles	19.5	9.3	3.5	32.3

Moose Winter Range- Management Area 21

The Travel Management Rule lists specific criteria for designation of roads, trails and areas that includes Harassment of wildlife and significant disruption of wildlife habitats (§ 212.55 (b)(1)). One issued emerged related to motorized use in Moose winter range (See Map 13-back).

Following the release of the Draft EIS, based on public comment and internal review, more detailed analysis for effects on moose winter range was completed. This analysis follows the direction set in the Forest Plan for Management Area 21 (Wildlife Standard #1) and is presented in Chapter 3 of this document. Based on this analysis, new proposals to seasonally close roads to motorized use in the winter, except snowmobiles are presented.

Table 2-7 summarizes the proposed designations on 235 miles of road and 24 miles of trail related to Moose winter range. SDEIS-Appendix B presents more detailed information on individual routes. Map 13 (front) displays these road and trail proposals and Map 13 (back) shows the mapped Moose winter range. See also Chapter 3, Wildlife section.

Table 2-7. Proposed Road and Trail Designations - Moose.

Proposed Road Designations - Moose			
Dates Open	Full sized Vehicle Seasonal Motorized	ATV/Cycle Seasonal Motorized	Total Miles
06/14-09/14	7.3	108.0	115.3
06/16-11/30	113.1	6.4	119.5
Total Road Miles	120.3	114.4	234.8
Proposed Trail Designations for Moose			
Dates Open	ATV/Cycle Seasonal Motorized	Cycle Only Seasonal Motorized	Total Miles
06/14-09/14	8.7	3.4	12.1
06/16-11/30	11.2	0.3	11.6
Total Trail Miles	19.9	3.7	23.6

Other Proposed Designations

Other proposed designations include 68 of road and 10 miles of trail (Table 2-8). These routes are proposed for the following reasons:

1. To provide consistency with adjacent landowners and managers, including the Bitterroot National Forest, the Bureau of Land Management, Elk City township, and private landowners.
2. To comply with Forest Plan direction in Wall Creek municipal watershed (MA22)
3. To reflect a response to comments on the DEIS or broaden the range of the alternatives considered.

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Designated Routes and Areas for Motorized Vehicle Use

About three miles of Road 9337 are proposed for yearlong motorized use to provide an alternative to connect to a trail that was not presented in the DEIS.

Approximately 50 miles of road are proposed for seasonally motorized use by full sized vehicles to provide an alternative to be consistent with other travel plans or other jurisdictions. These road proposals include:

- A specific proposal to be consistent with the Bitterroot National Forest on the MaGruder Road 468 and its spurs (approximately 13 miles). Twenty miles of this road are currently designated as open for yearlong use on the Nez Perce National Forest. This road is seasonally closed by snow and is not usually drivable by passenger vehicle until July. At the forest boundary with the Bitterroot National Forest, the road is open seasonally for use April to December. The supplement proposes to match that seasonal designation. Other seasonal proposals include Roads 468C, 468E and 468F that connect to this road.
- Eighteen miles of road are proposed to be seasonally open to full sized vehicles from June 16th to November 30th and include roads: 285, 285A and 285B. These roads are located off of the MaGruder Road and would not be accessible yearlong if the MaGruder road is seasonally restricted.
- Road 221 (13 miles) is proposed to be seasonally open to all motorized vehicles, except snowmobiles. On the Salmon River District this road is currently open to ATV/cycles yearlong. There is inconsistency between the two districts.

About 5 miles of road are proposed for seasonally motorized use to provide a new alternative for designation and to be consistent with other land managers (Roads 1808, 1808B, 1808B2 and 309A).

A total of eleven miles of road are proposed for non-motorized use.

- Ten miles of road are proposed for non-motorized use to provide a new alternative for designation (Roads 2056, 649A, 9474).
- One mile (Road 337A) is proposed to be closed to all motorized vehicles, except snowmobiles, to meet the intent of the Forest Plan standard, of Management Area 22 (Map 11; See also Appendix D).

In this document 10 miles of trail are proposed for non-motorized use to provide an alternative to be consistent with other travel plans or other land managers. The trails proposed include:

- Trail 808 (4 miles) is proposed for non-motorized use to be consistent with the Bureau of Land Management travel plan.
- Trail 534 (6 miles) is proposed for non-motorized use to provide a new alternative that was not considered in the DEIS. This trail is located in the Meadow Creek Inventoried Roadless Area.

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Designated Routes and Areas for Motorized Vehicle Use

Table 2-8. Proposed Road and Trail Designations - Other.

Proposed Road Designations - Other					
Dates Open	Full sized Vehicle Yearlong Motorized	Full sized Vehicle Seasonal Motorized	ATV/Cycle Seasonal Motorized	Non- Motorized	Total Miles
01/01-12/31	2.5				2.5
04/02-11/30		31.6			31.6
06/16-09/14			4.9		4.9
06/16-11/30		18.0			18.0
Closed				11.3	7.1
Total	2.5	49.6	4.9	11.3	68.3
Proposed Trail Designations - Other					
Closed				10.1	10.1
Total				10.1	10.1

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Designated Routes and Areas for Motorized Vehicle Use

Summary - SDEIS Proposed Road and Trail Designations

The roads and trails presented on Table 2-9, in Chapter 2 and Appendix B of this document are the roads and trail proposed for designation with the SDEIS. This table does not include the entire miles of road and trail systems on the forest. Please refer to the DEIS-Appendix B for a complete list of roads and trails.

Table 2-9. Summary of SDEIS Proposed Roads and Trails Designations

Type of Use Allowed ¹	Season of Use – Map ID	Miles of Road or Trail - SDEIS Proposals Only by District				
		Clearwater Ranger District	Moose Creek Ranger District	Red River Ranger District	Salmon River Ranger District	Nez Perce National Forest
ROADS						
Roads (All Vehicles) ²	Open yearlong – 1				2.5	2.5
	Open with seasonal restrictions - 2	72.1	96.5	88.2	94.1	350.9
Roads (Vehicles <50") ³	Open with seasonal restrictions - 22	29.7	9.7	103.2	12.5	155.1
Roads (non-motorized)	Non-motorized yearlong	32.4	2.8	0.6	3.6	39.4
TRAILS						
Trails (Vehicles < 50") ³	Open yearlong -7					
	Open with seasonal restrictions – 8	8.1		11.8	19.5	39.4
Trails (Motorcycle only)	Open yearlong – 9					
	Open with seasonal restrictions -10		6.2	0.3	6.5	13.0
Trails (non-wilderness, non-motor)	Non-motorized yearlong		4.0	6.1	3.5	13.6
SUMMARY						
Total Miles of Motorized Roads - Open to Motorized Use		101.9	106.2	191.4	109.1	508.6
Total Miles of Motorized Trails - Open to Motorized Use		8.1	6.2	12.1	26.0	52.4
SDEIS Proposed Miles of Routes (road/trails) Open to Motorized Use		110.0	112.4	203.5	135.1	561.0
Total Miles of Roads - for Non-Motorized Use		32.4	2.8	0.6	3.6	39.4
Total Miles of Trails for Non-Motorized Use			4.0	6.1	3.5	13.6
SDEIS Proposed Miles of Routes (road/trails) Open to Non-Motorized Use		32.4	6.8	6.7	7.1	53.0

¹ Snowmobile use would continue as currently designated on the Forest.

² Allowed uses include: Full sized vehicles, ATVs or motorcycles on roads following State Law (See DEIS Chapter 2, Chapter 5-Glossary for description of designations and allowed vehicles; SDEIS-Appendix B).

³ Allowed uses include: ATV or motorcycle on roads or trails (See DEIS Chapter 2, Chapter 5-Glossary for description of designations and allowed vehicles; SDEIS-Appendix B).

Summary Comparison of Alternatives

A comparison of road and trail designations is presented in Table 2-10 and the following figures. Alternative 1 is the DEIS Alternative 1 – Existing Legal Access (DEIS, Chapter 2). This table does not display total miles of roads and trails on the forest, only the miles included as proposed to change in this SDEIS. See Appendix B for information on individual roads and trails.

Table 2-10. SDEIS Road and Trail Designation Comparison.

Type of Use Allowed	Season of Use – Map ID	Miles of Route by Designation	
		Alternative 1 SDEIS Routes Only	SDEIS Routes Only
ROADS			
Roads (All Vehicles)	Open yearlong - 1	227.8	2.5
	Open with seasonal restrictions -2	76.5	350.9
	Open with seasonal restrictions -12	104.8	
Roads (non-USFS roads)	Open yearlong - 14		
Roads (Vehicles <50'') ¹	Open yearlong – 16, 18, 19	135.5	
Roads (Vehicles <50'') ¹	Open with seasonal restrictions-22		155.1
Roads (non-motorized)	Open yearlong	3.4	39.4
TRAILS			
Trails (Passenger Vehicles)	Open yearlong - 5	3.5	
Trails (Vehicles < 50'') ¹	Open yearlong – 7, 15	61.8	
	Open with seasonal restrictions – 8, 15		39.4
Trails (ATV only, Special Desgn.)	Open yearlong – 11 or 12		
Trails (Motorcycle only)	Open yearlong - 9		
	Open with seasonal restrictions -10		13.0
Trails (non-wilderness, non-motor)	Open yearlong	0.8	13.6
Trails (wilderness, non-motorized)	Open yearlong		
SUMMARY			
Total Miles of Motorized Roads - Open to Motorized Use		544.6	508.5
Total Miles of Motorized Trails - Open to Motorized Use		65.3	52.4
SDEIS Total Miles of Routes (road/trails) Open to Motorized Use		609.9	560.9
Total Miles of Roads - for Non-Motorized Use		3.4	39.4
Total Miles of Trails for Non-Motorized Use (including wilderness)		0.8	13.6
SDEIS Total Miles of Routes (road/trails) Open to Non-Motorized Use		4.1	53.0

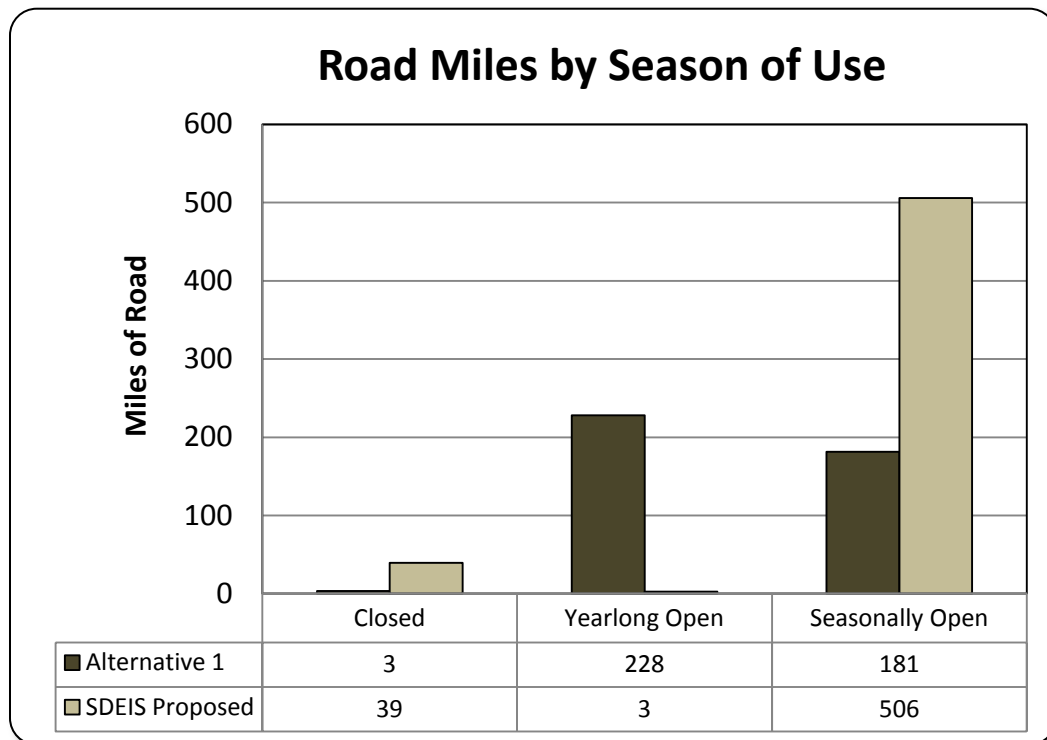
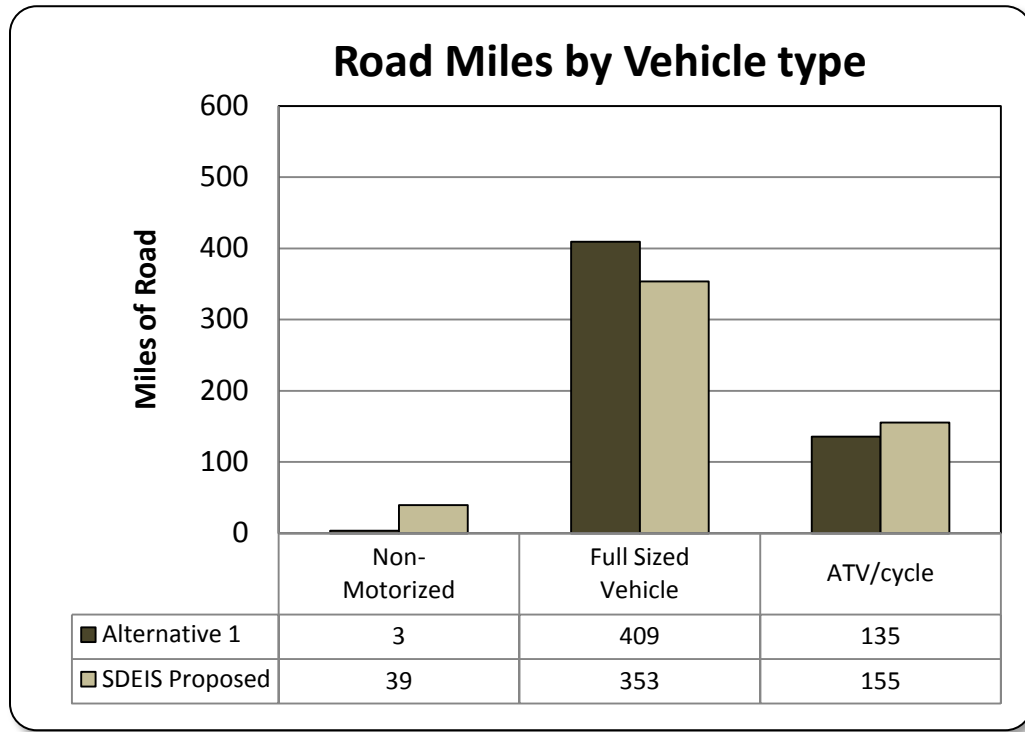
¹ Allowed uses include: ATV or motorcycle on roads or trails (See DEIS Glossary for description of designations and allowed vehicles; SDEIS-Appendix B).

Table 2-9 Project-Specific Forest Plan Amendments by Alternative

Project Specific Amendment Proposed by Alternative	Alternative					
	1	1A	2	3	4	SDEIS
Project Specific Amendment for Wildlife Standard #6	No	No	No	No	No	No
Project Specific Amendment for Management Area 16	No	Yes	Yes	Yes	Yes	Yes
Project Specific Amendment for Management Area 22	No	Yes	Yes	Yes	Yes	No

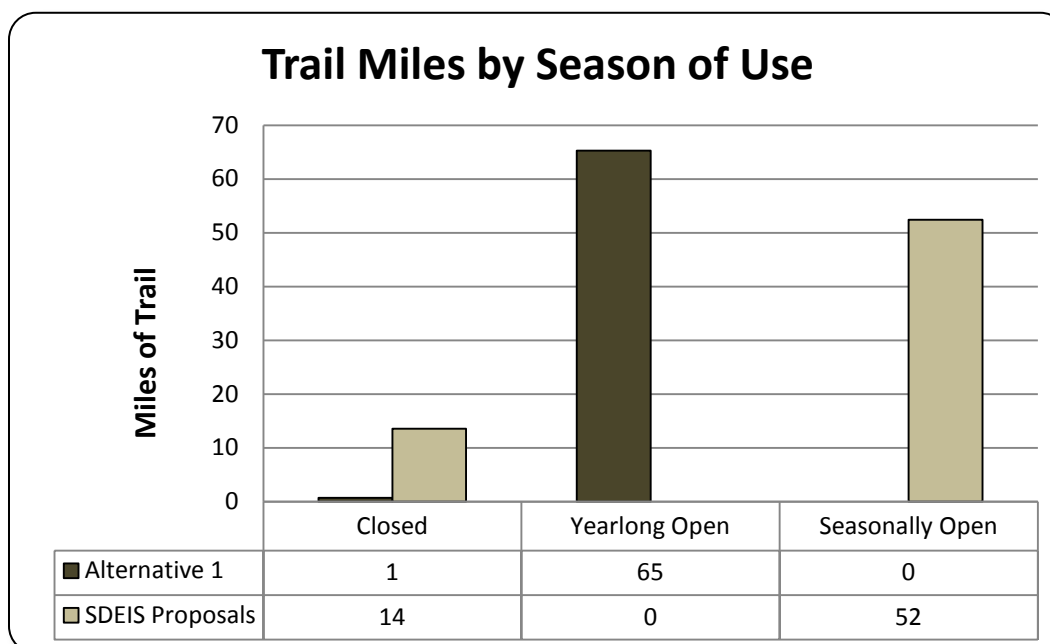
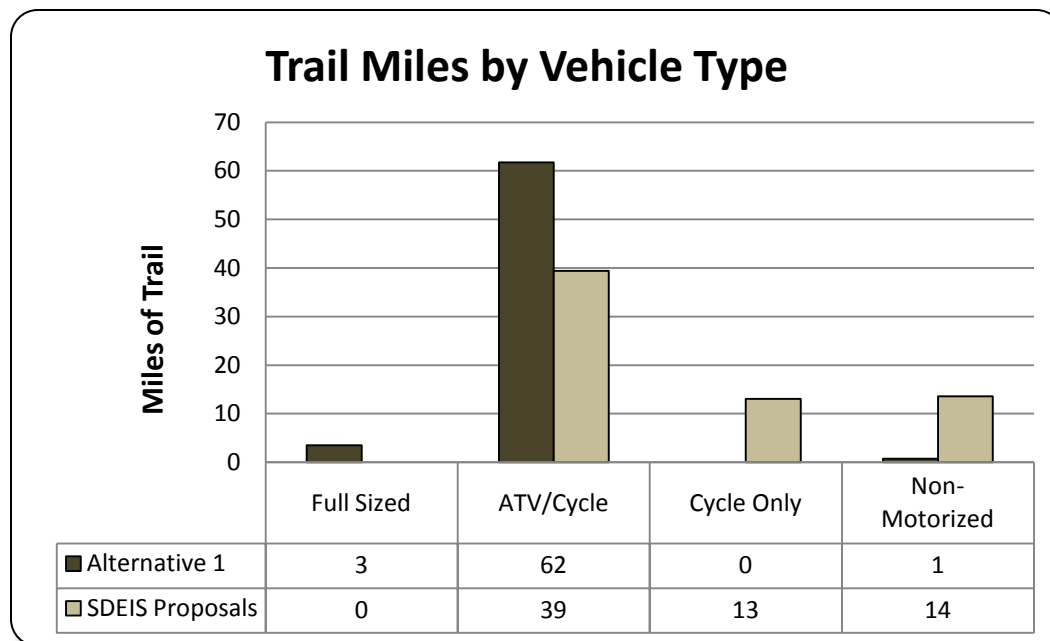
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The following figures display a comparison of miles of road designations in the DEIS Alternative 1 – Existing Legal Access to the SDEIS proposals.



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Designated Routes and Areas for Motorized Vehicle Use

The following figures display a comparison of miles of trail designations in the DEIS Alternative 1 – Existing Legal Access to the SDEIS proposals.



Identification of the Preferred Alternative

No additional or new information.

CHAPTER 3 – AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

Introduction

The following section supplements the DRAMVU DEIS to present new information and effects analysis of the supplemental proposals.

Consideration of Past, Ongoing and Reasonably Foreseeable Activities

Appendix C was updated with information about snow mobile use and the proposed Lochsa Land Exchange.

Environmental Effects of Significant Issues or Concerns

Inventoried Roadless Areas

This analysis supplements the IRA Management section found on Chapter 3, page 74-88 of the DRAMVU DEIS. Additional analysis was completed for the effects of proposals presented within the SDEIS.

Existing Conditions

No additional or new information.

Environmental Consequences

DIRECT AND INDIRECT EFFECTS

Parking

As discussed in Chapter 2, the Alternatives displayed in the DEIS allowed parking within 300 feet of motorized roads, within the provisions of 36 CFR 261, unless there was a Forest Order specifically prohibiting parking. There are nearly 226 miles of motorized roads and nearly 321 miles of motorized trails within IRAs based on the 2001 IRA Inventory (see Table 3-25, DEIS, page 81). Based on the 2005 IRA Inventory there are nearly 5 miles of motorized roads and 332 miles of motorized trails within IRAs (see Table 3-26, DEIS, page 81).

Alternatives in the DEIS would allow parking within 300 feet of motorized roads identified above and within 0-300 feet of the motorized trails. The SDEIS proposed parking would limit parking to within a vehicle length of a motorized road or trail. The SDEIS proposed parking would substantially reduce, in theory, where motor vehicles may park. In practice, however, motor vehicle parking opportunities would remain about the same as the existing condition because

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most individuals park very near the road or trail-way unless accessing a dispersed camp site. Access to dispersed camp sites would be retained, for the most part, and is discussed below.

In addition, the proposed road and trail designations (SDEIS-Chapter 2), would reduce motorized access within IRAs and thus the opportunity for parking during certain times of year.

Motorized Access for Dispersed Camping

The SDEIS proposal for access to dispersed camping sites is similar to that presented in Alternatives 1A, 2, 3 and 4 where motorized access to dispersed camping is allowed within 300 feet of designated motorized roads and trails. However, the primary difference is the clarifying language in the SDEIS proposal to limit this access to existing tracks, as described in Chapter 2. The SDEIS proposal would reduce the total area on the Forest available for dispersed camping access with a motorized vehicle.

The SDEIS proposal would further restrict motorized access for dispersed camping along approximately 20 miles of road as described in Chapter 2. An inventory of dispersed sites currently existing along these roads conducted in the summer of 2010 found about 20 camp sites. While motorized access to these sites would be restricted, access to the site by foot or other non-motorized means would be allowed with the vehicle parked within one vehicle length of the road.

In addition, the proposed road and trail designations (SDEIS-Chapter 2), would reduce motorized access within IRAs and thus the opportunity for dispersed camping along these roads and trails during certain times of year.

Proposed Road and Trail Designations

Within the IRAs, access designations would change on approximately 67 miles of road and 1.1 miles of Trail in the 2001 IRA Inventory; and on 0.7 miles of road, and on 4.8 miles of Trail in the 2005 IRA Inventory (Table 3-1 and Table 3-2). Most of these designations change motorized use from yearlong to seasonal. These access designation changes would occur in 10 of the 2001 IRAs and five of the 2005 IRAs within the Nez Perce Forest as displayed below:

Although 39 miles of road is proposed to be closed yearlong to motorized uses, none of these occur in an IRA.

Table 3-1. SDEIS Motorized Roads and Trails within IRAs – 2001 Inventory

Inventoried Roadless Area	Road Miles	Trail Miles
Clear Creek	2.4	0.0
East Meadow Creek	23.5	0.0
John Day	0.5	0.0
Lick Point	0.7	0.0
North Fork Slate Creek	0.8	0.0
O'Hara-Falls Creek	1.6	0.0
Rackliff-Gedney	22.5	0.0
Salmon Face	0.6	0.0
West Meadow Creek	21.6	0.0
Silver Creek-Pilot Knob	0.0	1.1

Table 3-2. SDEIS Motorized Roads and Trails within IRAs – 2005 Inventory

Inventoried Roadless Area	Road Miles	Trail Miles
Lick Point	<0.1	0.0
O'Hara-Falls Creek	0.0	3.4
Salmon Face	0.7	0.0
West Meadow Creek	0.0	0.6
Silver Creek-Pilot Knob	0.0	0.7

Most of the access proposals with the SDEIS would change existing roads from open yearlong to seasonally open. The changed designations proposed with the SDEIS would reduce motorized access within IRAs during certain times of year but not eliminate it. The total miles of motorized and non-motorized access by IRA displayed in the DEIS in Tables 3-25 through 3-32 and would not change.

Approximately 13 miles of trail would be closed yearlong to motorized uses. Half of those miles are accounted for with Trail 534 within the West Meadow Creek IRA. The remaining miles are located outside of IRAs.

CUMULATIVE EFFECTS

No new or additional information.

Recreation Opportunities

This analysis supplements the Recreation Opportunity section found on Chapter 3, page 89-111 of the DRAMVU DEIS. Additional analysis was completed for the effects of proposals presented within the SDEIS.

Existing Conditions

No additional or new information.

Environmental Consequences

This section presents information in the following order, similar to the DEIS:

- Quantity of Recreation Opportunities
 - Trail Opportunities
 - Access to Recreation Sites
 - Access to Dispersed Camping
- Quality of Recreation Opportunities
 - Consistency with Recreation Opportunity Spectrum
 - Conformance with Forest and Regional Niche
- Wild and Scenic Rivers

For each section, each of the SDEIS proposals will be discussed in the following order: Parking, Motorized Access for Dispersed Camping, and Proposed Road and Trail Designations.

DIRECT AND INDIRECT EFFECTS

Quantity of Recreation Opportunities

This section discussed the amount of motorized and non-motorized opportunities on the Forest in terms of total miles of roads and trails available to each.

PARKING

The SDEIS proposal for Parking, on its own, would not alter the amount of motorized and non-motorized road and trail opportunities across the Forest. However, looking just beyond the road and trail routes, the Alternatives displayed in the DEIS allowed parking within 300 feet of motorized roads, within the provisions of 36 CFR 261, unless there was a Forest Order specifically prohibiting parking. Alternatives in the DEIS would allow parking within 300 feet of motorized roads identified above and within 0-300 feet of the motorized trails. The SDEIS proposed parking would limit parking to within a vehicle length of a motorized road or trail. The SDEIS proposed parking would substantially reduce, in theory, where motor vehicles may park. In practice, however, motor vehicle parking opportunities would remain about the same as the existing condition because most individuals park very near the road or trail-way unless accessing a dispersed camp site. Access to dispersed camp sites would be retained, for the most part, and is discussed later.

MOTORIZED ACCESS FOR DISPERSED CAMPING

The SDEIS proposal for motorized access for dispersed camping, on its own, would not alter the amount of motorized and non-motorized road and trail opportunities across the Forest. See the Access to Dispersed Camping section below for more information.

PROPOSED ROAD AND TRAIL DESIGNATIONS

The SDEIS proposes new access designations for 548 miles of road and 66 miles of trail for a variety of reasons as described in Chapter 2. Of the 548 miles of road proposed, approximately 39 miles would be closed yearlong to motorized use. About 506 miles of road would be closed seasonally, primarily to address elk and moose habitats. Approximately 3 miles of road are proposed to be open yearlong for motorized use. Of the 66 miles of trail proposed, approximately 13 miles would be closed yearlong to motorized uses. The remaining 53 miles would be closed seasonally. The proposals are described in Chapter 2, Table 2-3 and 2-4 and are detailed in SDEIS-Appendix B.

The roads and trails closed to yearlong use would decrease motorized opportunities in these areas. The majority of the yearlong road closures are located in the Earthquake Basin area (see Wildlife Section for discussion surrounding the rationale for these road closures). The seasonal closures would reduce motorized access in the winter season, when most of the routes are not physically open and available for use due to snow. Snowmobile access would not be affected by these designations. The core summer recreation season of mid-June to early September would remain open for motorized uses with these seasonal closures. Although the perceived impact based on simple numbers may appear substantial, the actual impact to motorized recreation opportunity is minimal due to the routes being mostly physically inaccessible during the time of closure and the current physical access on the route. The exception would be the shoulder seasons such as October, May and June when routes may be snow-free. Prohibiting motorized access during these times would reduce opportunity, however

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Designated Routes and Areas for Motorized Vehicle Use

quantifying that reduction is difficult to assess due to the variety of access designations and the actual effect based on snow conditions in any given year.

Trail Opportunities

This section discusses trail opportunities on the Forest in terms of total trails miles available for non – motorized uses and motorized uses by vehicle type. See also the Recreation – Trails System section.

PARKING

See discussion above in *Quantity of Recreation Opportunities*. The SDEIS parking proposal would limit parking of motorized vehicles to within one vehicle length of trails.

MOTORIZED ACCESS FOR DISPERSED CAMPING

The SDEIS proposal for motorized access for dispersed camping, on its own, would not alter the amount of motorized and non-motorized trail opportunities across the Forest. See the Access to Dispersed Camping section for more information.

PROPOSED ROAD AND TRAIL DESIGNATIONS

The effects of the road and trail designations were discussed in the previous section. For clarity, the trail information is duplicated and expanded here to include the various motorized vehicle types that would be allowed and when.

The SDEIS proposes changed access designations for 66 miles of trail for a variety of reasons as described in Chapter 2. Of the 66 miles of trail proposed, four trails totaling approximately 14 miles would be closed yearlong to motorized uses. This includes trails 325, 340, 534, and 808 all of which are currently open yearlong to all trail vehicles. The remaining 52 miles would be closed seasonally and allow only certain motorized vehicles during the open season. The table below displays the trail opportunities by type of use:

Table 3-3 SDEIS Proposed Trail Opportunities by Use Type

Trail Opportunity	Alternative 1 SDEIS Routes Only Miles	SDEIS Proposed Routes Only Miles
Passenger Vehicle	3.5	0.0
ATV and Motorcycle	61.8	39.4
ATV Only	0.0	0.0
Motorcycle Only	0.0	13.6
Hiker, Stock, Mountain Bike	0.8	13.0
Hiker, Stock only	0.0	0.0

The trails closed yearlong would decrease motorized opportunities in those areas. The seasonal closures would reduce motorized access in the winter season, when most of the trail routes are not physically open and available for use due to snow. Snowmobile access would not be affected by these designations. The actual impact to motorized trail opportunity is minimal due to the routes would be mostly physically inaccessible during the proposed closure period. The exception being the shoulder seasons such as October, May and June when routes may be snow-free. Prohibiting motorized access during these times would reduced opportunity,

however quantifying that reduction is difficult to assess due to the variety of access designations and the actual effect based on snow conditions in any given year.

Access to Recreation Sites

None of the SDEIS proposals would affect access to developed recreation sites.

Access to Dispersed Camping

PARKING

Alternatives displayed in the DEIS allowed parking anywhere within 300 feet of motorized roads, and within 0-300 feet of the motorized trails, within the provisions of 36 CFR 261, unless there was a Forest Order specifically prohibiting parking. The SDEIS proposed parking would limit parking to within a vehicle length of a motorized road or trail. The SDEIS proposed parking would substantially reduce, in theory, where motor vehicles may park. In practice, however, motor vehicle parking opportunities would remain about the same as the existing condition because most individuals park very near the road or trail-way unless accessing a dispersed camp site. Access to dispersed camp sites would be retained, for the most part, and is discussed in the next section.

MOTORIZED ACCESS FOR DISPERSED CAMPING

The SDEIS proposal for access to dispersed camping sites is similar to that presented in Alternatives 1A, 2, 3 and 4 where motorized access to dispersed camping is allowed within 300 feet of designated motorized roads and trails. The primary difference is the clarifying language in the SDEIS proposal to limit this access to existing tracks, as described in Chapter 2. The SDEIS proposal would reduce the total area on the Forest available for dispersed camping access with a motorized vehicle.

The SDEIS proposal would also restrict motorized access for dispersed camping on approximately 20 miles of road as described in Chapter 2. An inventory of dispersed sites currently existing along these roads conducted in the summer of 2010 found about 20 camp sites. While motorized access to these sites would be restricted, access to the site by foot or other non-motorized means would be allowed with the vehicle parked within one vehicle length of the road.

PROPOSED ROAD AND TRAIL DESIGNATIONS

Across the Forest, access designations for nearly 548 miles of road would be changed. Approximately 39 miles would be closed yearlong to motorized uses. Access to dispersed camping with a motorized vehicle on these roads would be lost. An accurate inventory of dispersed camp sites present on these roads is not available and therefore the actual impact is unknown. The remaining 509 or so miles would change from open to a seasonal closure. The changed designations proposed with the SDEIS would reduce motorized access to dispersed camp sites during certain times of year but not eliminate it.

Quality of Recreation Opportunities

PARKING

The SDEIS proposal for parking would not change the effects analysis for Quality of Recreation Opportunities.

MOTORIZED ACCESS FOR DISPERSED CAMPING

See above for discussion under Quality of Recreation Opportunities.

PROPOSED ROAD AND TRAIL DESIGNATIONS

Across the Forest, access designations for nearly 548 miles of road would be changed.

Approximately 39 miles would be closed yearlong to motorized uses.

- Twenty-seven of these miles are located in the Earthquake Basin and Blacktail areas to address below objective elk habitat. Effort was made to retain some seasonal motorized access for ATVs and motorcycles in this area. The quantity of ATV and motorcycle opportunities is substantially reduced from the existing situation when comparing simple numbers. Many of the roads proposed to be closed to motorized uses however, are not currently passable by any type of vehicle and the real impact to recreation opportunity is less than perceived by looking at numbers alone.
- The remaining 12 miles of road closed yearlong to motorized uses are located across the Forest with the primary purpose of providing consistency with our neighbors such as Bureau of Land Management, adjacent Forests and private landowners. There would be some lost recreation opportunities associated with these roads.

The remaining 509 miles of road would have various access designations applied. Some would apply seasonal restrictions to currently open roads, some would extend existing seasonal restrictions into the fall or spring. All may result in some level of reduced recreation opportunity, especially in shoulder seasons when roads may be closed by snow or they may not. As discussed in previous sections, some of the impact is only perceived because many of the roads would not be accessible to wheeled motorized uses during winter due to snow. Access designations associated with this project would not alter snowmobile access.

See the previous section on Trail Opportunities for information related to quality of trail opportunities.

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Consistency with Recreation Opportunity Spectrum (ROS)

PARKING

The SDEIS proposal for parking would not change the effects analysis for Recreation Opportunity Spectrum (ROS).

MOTORIZED ACCESS FOR DISPERSED CAMPING

The SDEIS proposal for parking would not change the effects analysis for Recreation Opportunity Spectrum.

PROPOSED ROAD AND TRAIL DESIGNATIONS

Across the Forest, access designations for nearly 548 miles of road would be changed.

Approximately 39 miles would be closed yearlong to motorized uses.

- Twenty-seven of these miles are located in the Earthquake Basin and Blacktail areas which are mapped mostly as Semi-Primitive Non-Motorized surrounded by Roaded Natural. The ROS mapping has not kept up with authorized road and trail development since the Forest Plan approval in 1987 and many areas with substantial roading, such as Earthquake Basin, may have inaccurate ROS classification. While reducing the open roads in Earthquake Basin would be more consistent with the ROS classification of Semi-Primitive Non-Motorized, that classification may not be an accurate reflection of the recreation opportunity provided there.
- The remaining 12 miles of road that would be closed yearlong to motorized uses are located in various locations cross the Forest and all are located within Roaded Modified and Roaded Natural ROS. The ROS classifications in these areas are “roaded” and visitors may be less satisfied with their recreation experience when they encounter a closed road.

The remaining 509 miles of road proposed in the SDEIS would be open seasonally with the following distribution among the ROS classifications. Of the seasonally open routes, the effects to ROS would be the same as indicated in the DEIS because motorized access would be curtailed certain times of year but not eliminated.

Table 3-4 SDEIS Proposed Motorized Routes by ROS

Recreation Opportunity Spectrum Classification (ROS)	Miles of Road*	Miles of Trail*
Primitive	0	0
Roaded Modified (RM)	207	19
Roaded Natural (RN)	151	23
Semi-Primitive Motorized (SPM)	108	8
Semi-Primitive Non-Motorized (SPNM)	20	2

*Approximately 20 miles of road and several trails are not accounted for in this table. These miles are located on the Clearwater NF or within the Elk City township.

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The SDEIS proposes changes to 66 miles of trail.

- Of this, about 14 miles would be non-motorized. Half of the non-motorized miles are accounted for with Trail 534 within the East Meadow Creek Inventoried Roadless Area with an ROS classification of Semi-Primitive Non-Motorized. Closing this trail to motorized uses would be more consistent with the ROS classification for that area. The remaining 52 miles are located in various locations across the Forest and all are located within Roaded Modified and Roaded Natural ROS. The ROS classifications in these areas are “roaded” with an expectation that motorized opportunities would be available. Visitors may be less satisfied with their recreation experience when they encounter a trail closed to motorized uses.
- The remaining 52 miles of trails would have seasonal access designations which would allow certain motorized uses, certain time of year. Approximately 2 miles of motorized trail (Trail 716 and 810) would occur within Semi-Primitive Non-Motorized. As described previously, the ROS mapping has not kept up with authorized road and trail development since the Forest Plan approval in 1987 and many areas may have inaccurate ROS classification. The area surrounding Trail 716 may be such an area where the trail travels off the Swiftwater Road (Road 470) from a Roaded Natural ROS classification into a Semi-Primitive Non-Motorized area for a short distance and back out to a Roaded Natural area. This trail would be seasonally open to motorcycles only. Trail 810 is also located in both Semi-Primitive Non-Motorized and Roaded Modified, along an edge between the two classifications. For both of these trails, they are located in transition areas between Semi-Primitive Non-Motorized and Roaded Modified where either a motorized or non-motorized experience may be sought, neither user may be satisfied with the experience.

The remaining trail miles proposed in the SDEIS would have various seasonal access designations that would allow certain types of uses, certain time of year in Semi-Primitive Motorized, Roaded Modified and Roaded Natural ROS areas.

Conformance with Forest and Regional Niche

PARKING

The SDEIS proposal for parking would not change the effects analysis for Conformance with Forest and Regional Niche.

MOTORIZED ACCESS FOR DISPERSED CAMPING

See the Access to Dispersed Camping Section above. As noted in that section, some opportunities for dispersed camping would be lost associated with the 39 miles of roads closed yearlong to motorized uses, and along the 20 miles of road that would be limited to non-motorized access to campsites, and where there would be seasonal closures limiting access certain times of year. It is difficult to fully analyze if the SDEIS proposals are a substantial change from what was described in the DEIS without knowing which SDEIS proposed road and trail designations are joined with the remainder of the roads and trails to make a complete alternative.

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PROPOSED ROAD AND TRAIL DESIGNATIONS

It is difficult to assess conformance with the Regional and Forest Niche when the SDEIS proposal is taken out of context with what might be proposed with the other roads and trails in the Forest. Generally speaking however, the effects to the indicators presented in the DEIS on page 107 would not change.

Wild and Scenic Rivers

PARKING

The SDEIS proposal for parking would not change the effects analysis for Wild and Scenic Rivers.

MOTORIZED ACCESS FOR DISPERSED CAMPING

Limiting motorized access for dispersed camping to existing tracks within 300 feet of designated motorized routes would have the effect of freezing the number of dispersed camp sites available as no new sites could be user created. Use of existing access tracks and camp sites may eliminate access to some campsites located beyond 300 feet of those routes. The benefit to Wild and Scenic Rivers is minimizing future stream-side effects from user created routes and campsites which can encroach on riparian areas, compact soil, and damage trees.

ROAD AND TRAIL DESIGNATIONS

Of the 548 miles of road proposed in the SDEIS, about six miles are located within the Designated Corridors of the Selway and Salmon Rivers. None of the 39 miles of roads proposed for yearlong closure are located within existing or proposed Wild and Scenic River corridors. Road 222K (1.4 mi) road is located within the “wild” section of the Salmon River and this road would be changed to a seasonal closure, retaining motorized access certain times of year.

Nine miles of motorized road are located within ¼ mile of eligible Wild and Scenic Rivers, of this 0.3 miles are located within the eligible wild section of Meadow Creek, 0.2 miles are within the eligible wild section of Slate Creek and 0.8 miles are within the eligible wild section of West Fork of Gedney Creek. These roads would be changed to seasonal closures, retaining motorized access certain times of year.

None of the proposed SDEIS trails are located within “wild” segments of existing or proposed wild and scenic river corridors.

CUMULATIVE EFFECTS

No new or additional information.

Wildlife

Scope of the Analysis

This analysis supplements the Wildlife Resources section found on Chapter 3, page 116-172 of the DRAMVU DEIS. New information is presented and additional analysis was completed for the effects of proposals presented within the SDEIS.

Analysis Methods and Indicators

This new supplemental information and analysis is presented for the wildlife resources. A description of analysis methods and indicators and effects are described in the following sections:

Issues and Indicators:

- ◆ Summer elk habitat effectiveness - Percent
- ◆ Elk and deer winter range (Management Area 16) – Miles of road/trail by season
- ◆ Moose winter range (Management Area 21) – Miles of road/trail by season
- ◆ Special Management Area (Management Area 11)

Existing Condition and Environmental Consequences

The Travel Management rule states the criteria for designation of roads and trails to consider the effects on natural resources including wildlife habitats and harassment. (§ 212.55, USDA-FS 2005). In addition, the Nez Perce National Forest Plan established goals, objectives and standards for wildlife habitat across the Nez Perce National Forest (USDA-FS 1987, as amended).

The DRAMVU DEIS (November 2008) described the existing condition of wildlife species of concern in the project area and potential consequences relevant to the effects analysis for implementation of the Travel Planning rule on the Nez Perce National Forest.

Direct, indirect and cumulative effects to these species of concern or to potentially suitable habitat were analyzed. Since completion of the DEIS, several issues have emerged that warranted further analysis. These include issues that were either not addressed in the draft or were not addressed site specifically. The new information and analyses are presented in this document and supplements the DEIS analysis.

SUMMER ELK HABITAT EFFECTIVENESS

Please see Chapter 3, pages 161-163 of the DEIS for the complete discussion of the elk security issue. This section presents new information and effects analysis relative to the indicator of Wildlife Security – Indicator 3.

Analysis Methods and Indicators

The DRAMVU DEIS did not present site-specific effects to summer elk habitat with respect to the Forest Plan (Wildlife Standard 6), because the interpretation at the time was that the associated model required to predict effects to summer elk habitat, "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern Idaho" (referred to as the **Leege Model**) was not designed to be used on a Forest-wide scale project like DRAMVU. This model was originally intended for individual, site specific projects and includes many parameters, in addition to motorized routes, that are not relevant to the proposed DRAMVU project. Therefore, the DEIS proposed a project-specific amendment not to use the model to predict effects to summer elk habitat for this project.

Instead, the DEIS presented a Forest-wide evaluation of secure habitat availability that was based on evaluating contiguous areas of 250 acres or greater and at least .5 miles from any motorized road or trail (Hillis, et al., 1991). This method is generally referred to as "distance banding".

Comments were received on the proposed amendment as presented in the DEIS. Some people thought the forest should comply with the Forest Plan direction (Wildlife Standard #6) that specifies using the Leege Model for evaluating effects on elk habitat, without doing an amendment. Others thought the amendment would weaken the forest plan by allowing motorized use where it is not allowed. Some people thought the forest should make an amendment to allow new trail creation. Others commented that there should be no motorized use in Elk Habitat Evaluation Area with 100% objective.

Based on these comments, review of the Forest Plan objectives, and considering the potential effects to summer elk habitat though the designation of motorized routes, it was determined that the analysis for summer elk habitat using the Leege Model would be completed.

The forest completed analysis for Summer Elk Habitat as directed by the Forest Plan. The Forest Plan Wildlife Standard #6 (USDA-FS 1987b, page II-18-19) standard states:

Use "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern Idaho" to manage for and to assess the attainment of summer elk habitat objectives in project evaluations (see Appendix B of the Forest Plan).

In addition, the Leege Model was updated to include motorized trails in an interagency publication "Interagency Guidelines for Managing Elk Habitats and Populations on U.S. Forest Service Lands in Central Idaho" (December 1997). This publication was produced cooperatively by Nez Perce National Forest, Clearwater National Forest, Nez Perce Tribe, and Idaho Dept. of Fish and Game. The elk summer habitat modeling data existing on the Forest did not include the additional motorized trail information.

Wildlife Forestwide-Standard #6 refers to the summer elk habitat objectives that were established in each Elk Habitat Evaluation Area (EHEA; Map 13 – back or Map 14) The individual EHEAs within the Forest were mapped for the purpose of assigning relative habitat management level objectives.

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Summer Elk Habitat Effectiveness (EHE) is measured on a scale of 0% to 100% of habitat potential. Although elk habitat values are measured on a continuous scale from 0% to 100%, objectives were assigned according to four relative levels: 25%, 50%, 75%; and 100% of the habitat potential across the forest for non-classified and classified lands (e.g. wilderness) respectively.

The Leege Model actually evaluates elk habitat in the entire non-winter period, which includes spring, summer, and fall; from April 1 to December 31. The habitat effectiveness calculations utilize actual on-the-ground conditions. These include such things as miles of motorized roads and trails and use levels, logging activities, livestock grazing levels, as well as the relative amounts of areas that serve as forage areas, thermal cover and hiding cover. The habitat effectiveness levels are measured and evaluated using a habitat suitability index model. The interactions and relative importance of the coefficients used in the model are described in "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern Idaho". The Forest Plan requires that 'before and after' habitat effectiveness be calculated for proposed projects which could affect elk habitat to assure Forest Plan compliance.

This management direction is a Forest Plan objective which is restated on page 9 of the Forest Plan Record of Decision. The acreages displayed for each objective are aggregates based on Elk Habitat Evaluation Areas (EHEA), mapped during the Forest planning process. When the Forest Plan ROD was signed in 1987, the original objective level assignments (25%, 50%, 75%, and 100%) were applied to habitat management areas without having first been validated as achievable against existing conditions. Subsequently, during implementation and project analysis, it was recognized that some EHEAs had objectives that were unachievable. As a result, all of the EHEA boundaries delineated during the Forest planning process were reviewed in 1993 and 1994. An environmental analysis was conducted and a decision was made to amend the Forest Plan with new objectives where warranted, based on a wildlife biologist's examination of the habitat potential of each elk habitat area. Amendment 23, retains close to the same balance of overall Forest-wide acreages by objective and does not vary significantly from the original allocations. The 1997 Environmental Assessment amended the forest plan to refine the boundaries of the elk habitat areas and adjusted some of the assigned objectives (USDA-FS 1997).

The Nez Perce Forest Plan (as amended in 1997), in Chapter II, page 5, establishes the following Forest-wide management direction:

"The non-classified portion of the Forest has been categorized into three summer elk habitat objective areas: high, moderate, and low. The term "non-classified" refers to those lands that have not been classified as either wilderness or as wild and scenic river. The Forest-wide goal is to manage for at least 75, 50, and 25 percent habitat effectiveness in the high, moderate, and low areas, respectively. The Forest-wide goal is to manage 274,033 acres of summer elk habitat to achieve at least 75 percent of habitat potential; 463,372 acres to achieve at least 50 percent of habitat potential; and 207,132 acres to achieve at least 25 percent of habitat potential.

Approximately 942,568 acres of the Forest will be managed at about 100% habitat effectiveness. This includes 875,000 acres of elk summer habitat within Wilderness."

Subsequently, based on public comments, and other interpretations of Forest Plan intent, it was determined that the "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern

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Idaho" methodology would be used to assess summer elk habitat Forest-wide for all alternatives in the SDEIS. A comprehensive data base, for using this model, was constructed to evaluate existing summer elk habitat effectiveness and the DRAMVU DEIS alternatives on the entire Forest. Alternatives considered for this project may move away or toward meeting the objectives.

For the purpose of this analysis the acres presented compare the non-classified lands that have been assigned a summer elk habitat effectiveness objective. Non-classified lands refers to those lands that have not been classified as either 'Wilderness' or as a "Wild and Scenic River". The acreages identified in the Table 3-6 do not represent all the non-classified lands on the Forest, only those that were assigned and elk habitat effectiveness objective (Map 13-back or Map 14). These non-classified acreages actually do include W&S ground but they are almost completely offset by the deduction of winter range acres from the non-classified area. The wilderness areas, although they have been assigned 100% objective will not be displayed in this analysis, but provide important summer habitat for elk.

Indicators:

- ◆ Summer Elk Habitat Effectiveness (Percent) in Elk Habitat Evaluation Areas
- ◆ Acres of Forest in Assigned Elk Habitat Objectives

Existing Conditions and Environmental Consequences

This section of the SDEIS presents the effects of motorized use designation on summer elk habitat from the DEIS Alternatives, using the methodology in "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern Idaho" as amended in 1997.

The current conditions of individual Elk Habitat Evaluation Areas (EHEA) are presented in Table 3-8. There are 178 summer elk habitat evaluation areas, including two MA-11 areas that also provide summer elk habitat (Map 13-back or Map 14). There are approximately 123 EHEAs that meet Forest Plan assigned objectives and 61 areas that do not. The Earthquake Basin elk habitat area in the South Fork Clearwater subbasin is the only area below the 25 percent objective, at 17%.

To describe the difference from existing condition in comparison to the assigned objective, Table 3-5 displays the percent below objective and the number of EHEAs. The number of areas below the assigned objective is shown as being less than or equal to 5 percent or greater than 5 percent below objective. Twenty-three of the 61 areas are less than 5 percent below objective and 38 areas are greater than 5 percent below objective.

Table 3-5 Differences in Elk Habitat Effectiveness and Objective

Percent below objective class	Elk Habitat Objective and Number of EHEA below objective				Total
	25%	50%	75%	100%	
Less than or equal to 5 % below objective	0	12	8	3	23
Greater than 5% below objective	1	10	14	13	38
Number of EHEAs Below Objective	1	22	22	16	61

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Table 3-7 displays the sum of acres in EHEAs, by Forest Plan elk habitat objectives, on non-classified lands only. The total acreages assigned were derived by totaling the assigned EHEA acreages for the 1997 amendment and 2010 EHEA coverage used for the DRAMVU analysis (Map 13-back or Map 14; detailed information is in the project file). The totals, for the 100 percent objective on non-classified lands, for 1997 is 109,572 acres and 109,461 acres using the 2010 EHEA coverage are very close with only 111 acres difference. This can be attributed to differences in mapping and acreage estimation accuracy between 1997 and 2010. The difference between the 1997 amendment (67,568 acres) and the 2010 EHEA coverage (109,461 acres) could not be reconciled. The alternatives will be compared relatively using the 2010 EHEA coverage for non-classified lands only.

There are currently 299,964 acres of summer elk habitat with at least 75 percent of habitat potential; 475,036 acres with at least 50 percent of habitat potential; and 329,025 acres with at least 25 percent of habitat potential. Approximately 0 acres of the Forest are at about 100 percent habitat effectiveness. This does not include 878,084 acres of elk summer habitat within Wilderness (Classified lands). There are more acres at the 25, 50 and 75 percent objective level than assigned by the Forest Plan, as amended, however the amount of land at about 100 percent objective is very low. In comparison the percent of non-classified acres within each objective is high in the 25 percent objective level, and low in the 50 and 100 percent level (Table 3-8).

The following EHEAs were assigned a 100 percent objective for elk habitat effectiveness: Bargamin Creek, Patrol Ridge, Matteson R (North), Matteson R (South), Running Lake, Sable Creek, Schwar Creek, Stillman Lake, Tamarack Creek, Tom Creek, MA 11-A and MA-11-B.

None of these EHEAs assigned to a 100 percent objective, meet the objective currently. The calculated factors influencing the habitat effectiveness include: motorized roads and trails, livestock grazing, and vegetative cover. All of the EHEAs are influenced by lack of vegetative hiding cover and none reach the 100 percent potential in that category. These areas are all in the backcountry of the Red River and Moose Creek Districts. Most are in high elevation areas that inherently cannot reach 100 percent potential of hiding cover, because of the open areas common in high elevation environments. The MA 11 EHEAs are on the Selway River and Meadow Creek faces and are south and west facing, with much of the area in lower elevations. These environments also are inherently more open and cannot meet the potential for hiding cover. Since there is no livestock grazing associated with any of these 100 percent objective areas, the potential elk use for that factor is 100 percent for each area. The only remaining influence that can be adjusted is that of motorized roads and trails. All of the 100 percent areas have motorized influence. All of the motorized roads and trails are open yearlong in these 100 percent objective EHEAs.

DIRECT AND INDIRECT EFFECTS

Alternative 1 (No Action)

Under the No Action Alternative, there would be no elimination of cross country travel off of motorized routes. There would also be no proposals for restricting motorized routes in summer elk habitat evaluation areas where summer elk habitat effectiveness is not meeting the assigned objectives.

Of the individual Elk Habitat Evaluation Areas (EHEA) 123 would continue to meet Forest Plan assigned objectives and 61 would not meet objectives. These 61 areas would provide reduced habitat security for elk and deer, than directed by the Forest Plan (Table 3-6).

There are more acres at the 25, 50 and 75 percent objective level than assigned by the Forest Plan, as amended, however the amount of land at about 100 percent objective remains low (Table 3-7).

Action Alternatives

Alternatives 1A, 2, 3, and 4 would close the Forest to cross country motorized travel, which would benefit elk security. However, since the Legee Model was not used during the DEIS analysis, there was no data by specific EHEA to make proposals for motorized restrictions on specific routes to meet the intent of the Forest Plan. In the DEIS, the alternatives were compared using the amount of secure habitat by 4th code subbasin rather than by elk habitat area.

The SDEIS analysis calculated summer elk habitat effectiveness for each EHEA on the Forest (Table 3-6). Across the 178 EHEAs there is maintenance, improvement or reduction percent habitat effectiveness, depending upon the alternative.

Table 3-7 displays the total acres of EHEAs by Forest Plan objectives for the DRAMVU DEIS alternatives on non-classified lands. All action alternatives have 4,682 acres with elk habitat effectiveness of less than 25 percent, the lowest objective. These acres, below 25 percent effectiveness, are associated with the Earthquake Basin EHEA in the South Fork Clearwater River subbasin.

All of the alternatives continue to have more acres in the 25, 50 and 75 percent objective level and a low amount of acres at about 100 percent, in comparison to the Forest Plan (as amended). The action alternatives increase the amount of acres in the 25 percent effectiveness level, with a target of 207,132 (Table 3-7). The alternatives are close to the acres in the 50 percent level, and increase the acres in the 75 percent objective level. This is mostly due to a shift from the 100 percent objective into the other objective levels.

Alternative 1A would maintain the same number of EHEAs by objective as Alternative 1. This alternative would also maintain the same amount acres in each elk habitat objective across the forest.

Alternative 2 improves one individual EHEA to meet the objective. Approximately 124 EHEAs would meet the assigned objectives and 60 are below objective. The percent effectiveness of habitat potential is decreased in five EHEAs, but not below objective. The percent EHE is reduced in one EHEAs that is already currently below objective.

This alternative has more acres in the 25, 50 and 75 percent objective level than desired by the Forest Plan, with no EHEAs in the 100 percent objective level.

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Alternative 3 improves 7 individual EHEA to meet the objective. Approximately 128 EHEAs would meet the assigned objectives and 54 are below objective. The percent effectiveness of habitat potential is decreased in two EHEAs, but not below objective.

This alternative has more acres in the 25, 50 and 75 percent objective level than desired by the Forest Plan. With the improvement of the individual EHEAs, Alternative 3 is the closest to the target acres at about 100 percent objective, but is still low at 11,830 acres.

Alternative 4 does not change any individual EHEAs to meet the objective. Approximately 121 EHEAs meet the assigned objectives and 61 are below objective. The percent effectiveness of habitat potential is decreased in 23 EHEAs, but not below objective. The percent EHE is reduced in three EHEAs that are already currently below objective.

This alternative has more acres in the 25, 50 and 75 percent objective level than desired by the Forest Plan, with no EHEAs in the 100 percent objective level.

Overall, Alternative 3 provides the most secure habitat, with Alternative 2 the second most secure. These alternatives are generally lower in the low objective classes and higher in the higher objective classes than Alternatives 1/1A and 4.

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Table 3-6 Elk Habitat Objectives and Elk Habitat Effectiveness by DRAMVU DEIS Alternative, sorted by assigned objective.

Elk Habitat Evaluation Area Name	Forest Plan Objective	ALT 1/1A	ALT 2	ALT 3	ALT 4
ARRISON RIDGE	25%	46%	46%	53%	46%
BABOON GULCH	25%	43%	43%	43%	43%
BEAR CREEK	25%	37%	37%	38%	35%
BERG MOUNTAIN-A	25%	29%	29%	29%	29%
BERG MOUNTAIN-B	25%	31%	31%	32%	30%
BIG BOULDER	25%	45%	45%	45%	44%
BIG CANYON CREEK	25%	31%	30%	33%	30%
BUCKSHOT POINT	25%	46%	46%	47%	46%
BULLY CREEK	25%	27%	27%	32%	27%
BURN CREEK	25%	41%	41%	43%	40%
BURPEE MTN	25%	39%	42%	42%	42%
CAMP CREEK	25%	35%	35%	37%	35%
CAMP HOWARD	25%	33%	33%	33%	33%
CHAIR POINT	25%	32%	32%	34%	32%
CHRISTIE CREEK	25%	45%	45%	45%	45%
COLD SRPINGS	25%	35%	35%	36%	35%
DIXIE	25%	39%	41%	41%	41%
EARTHQUAKE BASIN	25%	17%	17%	18%	17%
FISH CREEK	25%	33%	34%	34%	33%
FLORENCE	25%	53%	54%	54%	54%
GABE RIDGE	25%	53%	53%	57%	53%
GOODWIN MEADOWS	25%	33%	34%	34%	33%
GOOSE CREEK	25%	50%	50%	51%	50%
GREEN CREEK	25%	35%	37%	37%	37%
GROUSE CREEK	25%	34%	34%	36%	34%
KESSLER CREEK	25%	52%	53%	53%	46%
LIGHTENING CREEK	25%	48%	48%	50%	48%
LOOKING GLASS	25%	34%	34%	35%	34%
LOWER MEADOW CR	25%	35%	35%	41%	35%
MCCOMAS MDWS	25%	35%	36%	38%	36%
N. MEADOW CREEK	25%	37%	37%	37%	37%
NORTH HAMBY	25%	39%	39%	39%	39%
PETER READY	25%	53%	54%	56%	52%
PHILLIPS RIDGE	25%	27%	27%	28%	27%
PINNACLE RIDGE	25%	52%	53%	56%	50%
RHETT MEADOWS	25%	45%	45%	45%	45%
ROUND KNOB	25%	30%	30%	31%	29%
SILVER COUGAR #5	25%	46%	46%	49%	45%

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Designated Routes and Areas for Motorized Vehicle Use

Elk Habitat Evaluation Area Name	Forest Plan Objective	ALT 1/1A	ALT 2	ALT 3	ALT 4
WINDY RIDGE-A	25%	27%	27%	30%	26%
WINDY RIDGE-B	25%	70%	70%	70%	70%
ADAMS CAMP	50%	37%	37%	37%	37%
ALTEMONT	50%	49%	49%	54%	48%
AMERICAN CK	50%	50%	50%	51%	50%
AMERICAN RIVER	50%	51%	51%	51%	51%
BAKERGULCH	50%	49%	50%	50%	50%
BASTON CK	50%	61%	61%	63%	61%
BEAVER	50%	48%	48%	49%	48%
BLACKTAIL	50%	43%	43%	43%	43%
BLANCO CK	50%	51%	51%	55%	51%
BLUE OTTER	50%	71%	71%	71%	67%
BROWN SPRINGS	50%	48%	49%	50%	49%
BUCKHORN	50%	46%	46%	46%	46%
CENTER STAR	50%	58%	58%	58%	58%
CLEAR CK 1	50%	66%	66%	66%	66%
CLEAR CK 2	50%	64%	64%	64%	64%
CLEAR CK 3	50%	62%	62%	62%	62%
COFFEE CAN	50%	47%	48%	49%	48%
COLE CK	50%	79%	82%	82%	68%
DEADWOOD	50%	45%	45%	45%	45%
DELMAGE RIDGE	50%	41%	41%	41%	41%
DITCH CK	50%	50%	51%	55%	51%
EAST MOOSE BUTTE	50%	50%	50%	50%	50%
ELK LAKE	50%	60%	61%	62%	58%
ERICSON	50%	44%	44%	45%	44%
FALLS CREEK	50%	56%	56%	56%	56%
FIVE MILE	50%	63%	68%	68%	68%
GALENA CK	50%	58%	58%	66%	58%
GOSPEL HUMP	50%	50%	51%	51%	51%
HAYSFORK	50%	44%	44%	44%	44%
HORSE CK	50%	73%	76%	76%	76%
JACK CREEK	50%	66%	66%	66%	66%
JERSEY MTN	50%	40%	40%	42%	40%
JUNGLE CK	50%	53%	52%	53%	52%
LEGGETT	50%	51%	53%	53%	53%
LITTEL BALD	50%	52%	52%	52%	52%
LODGE POINT	50%	53%	54%	57%	53%
LOST LAKE	50%	63%	63%	63%	63%
LOW JERSEY CREEK	50%	47%	47%	47%	47%

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Elk Habitat Evaluation Area Name	Forest Plan Objective	ALT 1/1A	ALT 2	ALT 3	ALT 4
LOWER JOHNS CREEK	50%	45%	45%	46%	45%
LOWER LITTLE MTN	50%	68%	68%	68%	68%
LOWER MILL CREEK	50%	58%	58%	59%	58%
MAMMOTH MTN	50%	78%	78%	78%	78%
MCGUIRE CK	50%	60%	60%	60%	60%
MOOSE RIDGE	50%	47%	48%	51%	47%
MORRISON RIDGE	50%	56%	57%	57%	57%
MULE CREEK	50%	58%	59%	59%	59%
OLIVE CK	50%	65%	64%	64%	63%
OROGRANDE	50%	51%	51%	51%	51%
PAPOOSE CREEK	50%	53%	54%	54%	54%
PAT BRENNAN	50%	44%	44%	44%	44%
PATROL POINT	50%	71%	72%	83%	70%
PENMAN	50%	60%	60%	60%	60%
PINE KNOB	50%	44%	45%	45%	45%
QUEEN CK	50%	55%	56%	58%	56%
RAINYDAY	50%	52%	52%	52%	52%
RED HORSE	50%	49%	49%	52%	48%
REED MTN	50%	42%	43%	43%	43%
RELIEF	50%	47%	48%	48%	48%
S.FORK CLEAR	50%	59%	59%	59%	59%
SADDLE CREEK	50%	64%	64%	67%	64%
SANTIAM	50%	52%	51%	52%	51%
SF RUNNING	50%	64%	64%	76%	64%
SILVER COUGAR #3	50%	70%	72%	72%	72%
SILVER COUGAR #4	50%	45%	45%	45%	45%
SNOOSE CREEK	50%	82%	82%	82%	81%
SOLO CK	50%	43%	44%	44%	44%
SOUTH HAMBY	50%	46%	46%	46%	46%
SOUTHWEST BUTTE	50%	55%	55%	62%	54%
TRAIL CK	50%	57%	57%	57%	57%
TRAPPER CK	50%	49%	49%	49%	49%
UMBRELLA BUTTE	50%	69%	69%	70%	69%
UPPER MILL CREEK	50%	62%	63%	68%	63%
UPPER NEW.	50%	58%	59%	59%	58%
UPPER SFRR	50%	56%	57%	57%	56%
VAN BUREN	50%	63%	63%	76%	63%
WART CREEK	50%	50%	50%	50%	50%
WEST FORK TR	50%	63%	63%	63%	63%
WF BIG CK	50%	80%	78%	79%	75%

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Elk Habitat Evaluation Area Name	Forest Plan Objective	ALT 1/1A	ALT 2	ALT 3	ALT 4
WHEELER	50%	50%	50%	52%	50%
WING CREEK	50%	77%	77%	77%	76%
ANDERSON	75%	75%	77%	79%	77%
BAT CREEK	75%	90%	90%	90%	90%
BRYAN MOUNTAIN-A	75%	72%	72%	72%	72%
BRYAN MOUNTAIN-B	75%	75%	75%	75%	75%
CABIN CK	75%	76%	76%	77%	76%
COOK RANCH	75%	87%	87%	87%	87%
COVE CK	75%	59%	60%	60%	59%
FOURMILE CK	75%	66%	66%	66%	66%
GODDARD	75%	71%	71%	71%	71%
GROUSE CK	75%	88%	88%	88%	88%
HORSE RIDGE	75%	90%	93%	94%	93%
IRON MOUNTAIN	75%	59%	60%	60%	60%
ISLAND CREEK	75%	56%	57%	58%	57%
KIRKSFORK	75%	70%	71%	75%	71%
LICK POINT	75%	79%	79%	79%	79%
LITTLE BOULDER CK	75%	95%	99%	100%	99%
LOWER RHETT	75%	88%	88%	88%	88%
LTL GREEN MTN	75%	64%	65%	66%	65%
LYNX CREEK	75%	84%	87%	92%	87%
MARTEN MEADOW	75%	74%	74%	74%	74%
MEADOW	75%	75%	78%	80%	78%
MMCRNA	75%	83%	83%	83%	83%
MORGAN	75%	86%	86%	86%	86%
MTN MEADOWS	75%	76%	76%	76%	76%
N GREEN RIDGE	75%	93%	97%	100%	97%
NF MALLARD	75%	93%	93%	93%	93%
NO BUSINESS	75%	65%	66%	76%	65%
OTTERSON CK	75%	78%	79%	80%	77%
PILOT KNOB	75%	67%	70%	70%	67%
POET CK	75%	67%	67%	68%	67%
QUARTZ	75%	56%	56%	56%	56%
RAPID RIVER	75%	71%	71%	71%	71%
SF MALLARD	75%	95%	95%	95%	95%
SHEEP GULCH	75%	71%	70%	84%	70%
SILVER COUGAR #1	75%	82%	82%	82%	82%
SILVER COUGAR #2	75%	78%	83%	83%	83%
SIMMONS	75%	67%	69%	78%	69%
SINKER MTN	75%	81%	81%	81%	81%

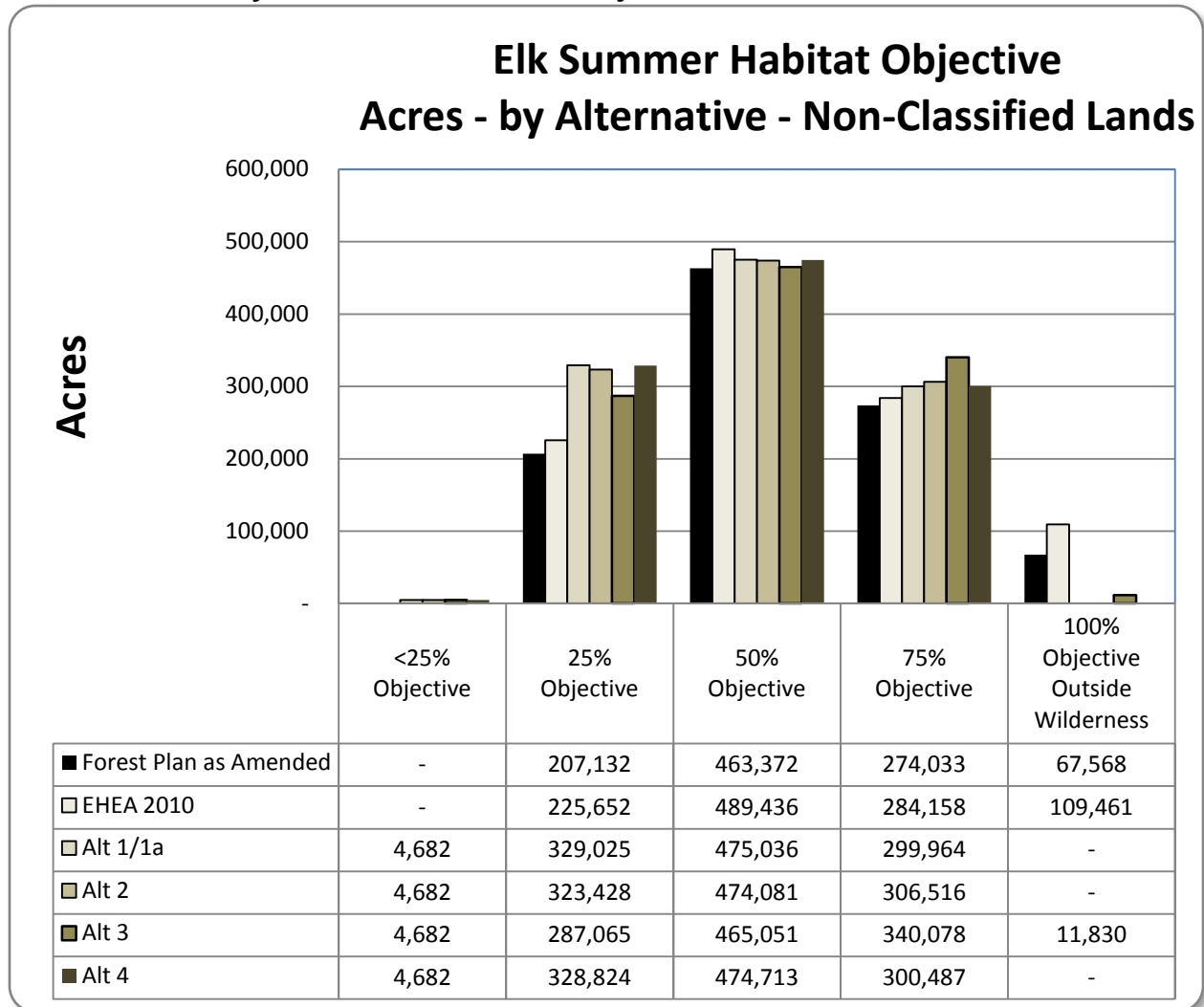
Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

Elk Habitat Evaluation Area Name	Forest Plan Objective	ALT 1/1A	ALT 2	ALT 3	ALT 4
SPOOK CK	75%	55%	56%	57%	56%
TELEPHONE RIDGE	75%	75%	75%	86%	75%
THREE PRONG	75%	83%	83%	83%	75%
TROUT CREEK	75%	90%	90%	91%	90%
TWENTY	75%	76%	76%	76%	76%
UP MEADOW CK	75%	83%	83%	83%	83%
UP NOBLE	75%	72%	72%	72%	72%
UPPER RHETT	75%	68%	73%	73%	70%
WEST FORK POINT	75%	80%	82%	82%	82%
WEST MOOSE BUTTE	75%	62%	63%	69%	63%
WF RED RIVER	75%	82%	82%	86%	82%
BARGAMIN CREEK	100%	93%	95%	95%	95%
MATTESON R (NORTH)	100%	79%	80%	80%	80%
MATTESON R (SOUTH)	100%	82%	82%	85%	82%
PATROL RIDGE	100%	87%	92%	94%	92%
RUNNING LK	100%	83%	85%	85%	85%
SABLE CK	100%	81%	83%	85%	81%
SCHWAR CK	100%	62%	64%	65%	64%
SELWAY MA 11-A	100%	77%	77%	78%	77%
SELWAY MA 11-B	100%	83%	86%	86%	85%
STILLMAN LK	100%	62%	64%	64%	64%
TAMARACK CK	100%	82%	83%	85%	83%
TOM CREEK	100%	80%	83%	83%	83%
Classified Lands					
FCRNR WILDERNESS	100%	97%	97%	97%	97%
FCRNR WILDERNESS	100%	100%	100%	100%	100%
GOSPEL HUMP WILD.	100%	98%	98%	98%	98%
SELWAY BITTERROOT WILD.	100%	100%	100%	100%	100%

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Table 3-7 displays the sum of acres by Forest Plan Objective, from Elk Habitat Evaluation Areas (EHEA) in the non-classified lands on the Forest. The Forest Plan row displays the sum of acres as assigned by the Forest Plan amended in 1997. The EHEA 2010 row displays the sum of acres by objective of the current GIS coverage for this analysis. The other rows represent the DRAMVU DEIS Alternatives sum of acres by objective for Summer Elk Habitat Effectiveness.

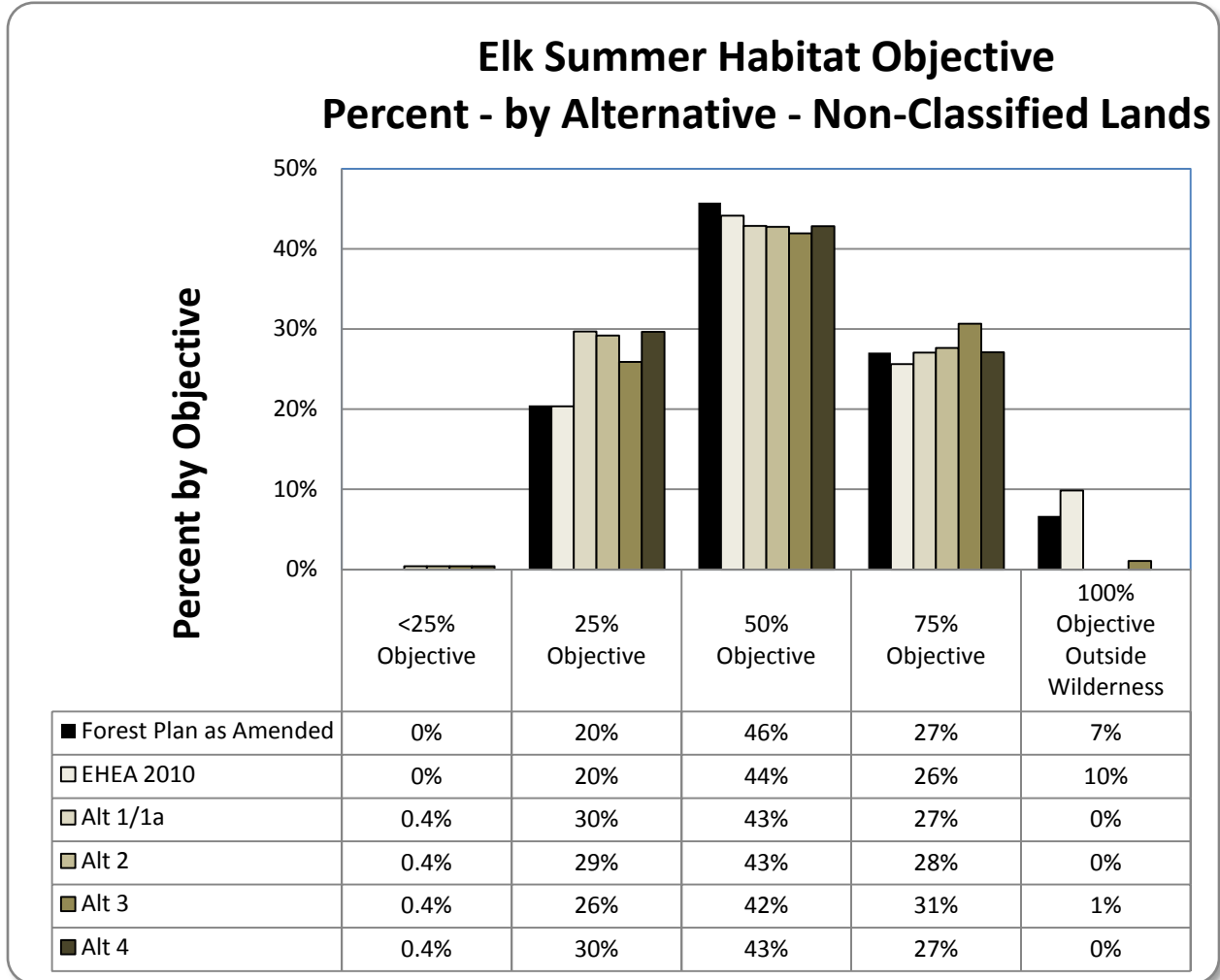
Table 3-7 Acres by Summer Elk Habitat Objective for DRAMVU DEIS Alternatives.



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Table 3-8 displays the percent of acres by Forest Plan Objective for Summer Elk Habitat Effectiveness on the non-classified lands on the Forest by Alternative.

Table 3-8 Percent of Acres by Summer Elk Habitat Objective for DRAMVU DEIS Alternatives.



Supplemental Effects

When the alternatives are finalized for Final EIS effects analysis, final calculations of summer elk habitat effectiveness will be completed. Therefore, the effect of the proposed road and trail designations will not be fully quantified in this SDEIS. However, it is expected that the proposed designations would not move all EHEAs toward or to meeting objectives. There are no proposed changes to snowmobile use with this project, and existing snowmobile routes remain unchanged.

Proposed Road and Trail Designations

A full list of the proposed road and trail designations to improve summer elk habitat are presented in SDEIS-Appendix B. Several elk habitat evaluation areas (EHEA) are discussed below. The word “assigned” refers to the Forest Plan Elk Habitat objective for each EHEA.

Within nineteen EHEAs, there are 101 proposed road and three proposed trail designations related to summer elk habitat effectiveness (Table 3-9). These EHEAs are currently below the assigned objective by 2 to 16 percent. The proposed road and trail designations are expected to improve summer elk habitat effectiveness and move toward the objectives.

Within this SDEIS a number of motorized route designations are proposed to address some of the elk habitat areas below assigned objectives. These proposals were included if no DEIS alternative had a designation that would address this issue. Nearly all of the proposals focus on restricting motorized use in winter, when there is very little recreation use currently, but which could increase in the future. The proposals were primarily for seasonal restrictions rather than yearlong restrictions. The elk summer model is based on the period from April 1 through December 31, and does incorporate some winter months.

Some proposals on main roads affecting summer elk habitat, in below objective EHEAs were not brought forward in the SDEIS. It was decided that these main routes should be maintained with their current access designations. These roads were: main routes currently open yearlong (no restrictions), main routes and accessing areas currently open yearlong or primary access routes identified on the forest visitor maps - yellow highlighted. Many of these routes are not currently accessible by passenger vehicle in winter. Continued yearlong motorized use (no restricted) may require a forest plan amendment or identification of the road open for motorized use.

The Gospel Hump Wilderness Area, has an assigned objective of 100 percent, although there were concessions made in the Gospel Hump Wilderness management plan to allow for some motorized use. The proposed designations not only provide some additional habitat security, but also make these routes consistent with the motorized routes used to access them. Currently the routes used to access the wilderness roads are closed in winter, except for snow machines. The proposed designations are for motorized seasonal use from April 2 to November 30th, by highway vehicles, ATVs, and motorcycles.

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Table 3-9 Summary of SDEIS Proposals by Elk Habitat Evaluation Area

Elk Habitat Evaluation Area	Objective		Road Proposals	Trail Proposals
	Assigned	Current		
Adams Camp	50%	36%	221, 9326, 9350	
Blacktail	50%	43%	451B, plus 11 other roads	
Brown Springs	50%	48%	286	
Buckhorn	50%	46%	1894	
Coffee Can	50%	47%	394, 643C, 9915	
Delmage Ridge	50%	41%	2025, 2025I, 2028, 243	
Earthquake Basin	25%	17%	51 Roads	
Ericson	50%	44%	1820A, 283, 283B, 646, 646A, 646B, 646C	
Gospel Hump Wilderness	100%	98%	444, 444B, 444C, 444D, 444D1	
Hayfork	50%	44%	1858D, 1858H	
Iron Mountain	75%	59%	464G, 464G1	717
Little Green Poet Tom	75% 75% 100%	64% 67% 80%	285, 285B and 285C	
Pilot Knob	75%	67%		426
Reed Mountain	50%	42%	649A, 9866, 9866A, 9866A1	
Sheep Gulch	75%	71%		135
Solo Creek	50%	43%	9706	
Trapper Creek	50%	49%	9558, 9559	

Roads proposed to be closed to motorized vehicles yearlong (except snow machines)

Approximately 39 miles of roads are proposed for yearlong closure to motorized vehicles (except for snow machines; Table 2-3 in Chapter 2). Of these, 25 miles are within or associated with the Earthquake Basin EHEA and 2 are associated with the Blacktail EHEA. These roads total 27 miles or 58 percent of total roads proposed for yearlong closure to motorized vehicles except snowmobiles.

The Forest Plan elk habitat effectiveness objective for the Earthquake Basin EHEA is 25 percent and the existing condition is 17%. There are 55 miles of seasonally open, motorized roads within the 7,446 acre Earthquake EHEA that contribute to the low habitat effectiveness condition. The topography within the area is rolling to flat and easily roaded. Over the years, the area has accumulated numerous motorized routes, that are redundant and do not contribute to a logical transportation plan. Many fire lines have also been constructed in the area over time, and have been incorporated into a haphazard web of redundant, motorized routes. In addition to reducing area wildlife security, the number and configuration of the routes make travel confusing. Also, many of the routes, while legally open to highway vehicles, are not passable by them. There are other routes that, while legally open, are not suitable for any motorized travel.

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In an effort to increase wildlife security, match route condition with suitable designations, and eliminate redundant routes to create a logical and less confusing transportation plan, an interdisciplinary team developed proposed designations that change 27 miles of motorized routes from 'open to all motorized vehicles seasonally' to 'open to only snow machines seasonally'. In addition, 16 miles of road currently 'open to all motorized vehicles seasonally', are proposed to remain open to ATVs, motorcycles, and snow machines, but be closed to highway vehicles. These routes are currently not suitable for highway vehicle travel.

The Blacktail EHEA habitat effectiveness objective is 50 percent with an existing condition of 43%. Approximately 3 miles of roads are proposed for yearlong closure to motorized vehicles. An additional 1 miles of road currently 'open to all motorized vehicles seasonally', are proposed to be open to ATVs, motorcycles, and snow machines, but be closed to highway vehicles, since they are currently impassable.

The remaining 13 miles of road proposed to be closed yearlong to motorized vehicles (except snow machines) are because of other reasons in addition to wildlife security (See Chapter 2).

Cumulative Effects

The cumulative effects to wildlife species from the recommended designation changes would be positive for elk and other wildlife species that need security for survival. Security is important to all species, whether associated with noise disturbance or physical harm. The proposed changes generally restrict motorized use in winter, and sometimes spring and fall seasons, depending on the habitat location. When added to any of the alternatives, they would increase the wildlife security in that alternative. Cumulatively, these proposed designations provide larger areas of secure habitat for wildlife, which is a beneficial effect.

ELK AND DEER WINTER RANGE (MA 16)

Analysis Methods and Indicators

In the DEIS, the indicator used for ungulate winter range is miles of motorized routes in xeric habitats, which are defined by Habitat Type Groups 1, 2, 15, 17,18, and 30. These are typically warm, low elevation, snow free zones that ungulates use for winter foraging. These habitats are also important to other species of concern, including wolves, flammulated owls, white-headed woodpeckers, and bighorn sheep. For a large landscape evaluation such as DRAMVU, analyzing focal species groups that share similar ecological zones is most effective. Alternatives were compared by evaluating the number of miles of motorized routes within xeric habitats.

The Forest Plan, Management Area 16 standard for elk and deer winter range (MA 16) states:
"Restrict all roads except specifically identified arterials and collectors during winter to reduce disturbance, harassment, and poaching of animals. Roads to be closed shall be identified in the Forest Travel Plan."

Elk and deer winter range was determined in the Forest Plan (USDA-FS 1987, as amended), on 151,683 acres. The winter range map was refined in 1997 based on more site specific knowledge (145,985 acres). This refined elk and deer winter range was used in the SDEIS analysis and is presented on Map 13 (back) or Map 14. Winter is defined as January 1st to April 1st.

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Designated Routes and Areas for Motorized Vehicle Use

Indicators:

- ◆ Miles of Motorized Roads in elk and deer winter range.
- ◆ Miles of Motorized Trails in elk and deer winter range.

Existing Conditions

Elk and deer winter range has been identified on approximately 145,895 acres, also known as Management Area 16 (MA 16). Table 3-10 shows approximately 29% of the 5th code watersheds have Elk and deer winter range, with the highest amount in Lower Selway and Lower Salmon (see Map 13-back, Map 14).

During the review of the DRAMVU DEIS and Forest Plan compliance, it was determined that the Forest needed additional proposals to move toward the MA 16 standard. This was because many of the local (non-collector/arterial) roads had never been restricted in winter and some of the proposed road and trail designations were included in the DEIS alternatives (see DEIS-Chapter 5-Glossary for terms).

Table 3-10 Forest Plan – Elk and Deer Winter Range.

4 th code Hydrologic Unit Code (HUC) Name	HUC Total Acres	Elk/Deer Winter Range Acres	Percent of HUC in Elk/Deer Winter Range
Little Salmon	368,937	7,779	2%
Lower Salmon	754,175	35,965	5%
Lower Selway	656,598	62,719	10%
Middle Fork Clearwater	139,607	11,891	9%
Middle Salmon- Chamberlain	1,095,121	11,234	1%
South Fork Clearwater	75,364	16,307	2%
Total	3,089,803	145,895	29%

Environmental Consequences

DIRECT AND INDIRECT EFFECTS

Alternative 1 (No Action)

Under the No Action Alternative, there would be no elimination of cross country travel off of motorized routes. There would continue to be roads open to motorized vehicles in winter in Elk and deer winter range thus increasing potential disturbance, harassment and potential poaching of animals.

ACTION ALTERNATIVES

Alternatives 1A, 2, 3, and 4 close the Forest to cross country motorized travel, which would benefit elk security. However, many routes remain open in elk and deer winter range during the winter. The DEIS compares alternatives by miles of motorized routes in winter range. These alternatives did include proposals for designation changes for roads in winter range.

SUPPLEMENTAL EFFECTS

Winter range is an important element of elk and deer habitat. Areas with minimal human activities and adequate forage will reduce the energetic costs associated with over winter survival. Winter range travel restrictions are intended to prevent disturbance and harassment of elk and deer during a period when physical stress is already relatively high. In general, ungulates respond to recreational activities by avoiding areas near roads, recreation trails, and other types of human activities (Cassier et al. 1992, Ferguson and Keith 1982, Freddy et al. 1986, Leslie and Douglas 1980, MacArthur et al. 1982, Papouchis et al. 2001, Rowland et al. 2000). Human activities are of particular concern for ungulates when they occur on their winter ranges or where young are reared (Canfield et al. 1999).

A number of motorized route designation proposals were made to address some of the motorized routes open in elk and deer winter range. The exception is the 3 miles of Indian Creek Road #2056 in winter range, currently closed from December 1st to June 15th, and is proposed to be open for yearlong motorized use. These proposals were only forwarded in the SDEIS if no DEIS alternative contained a designation that would meet the standards. Nearly all of the proposals focus on restricting motorized use in winter, when there is very little use currently, but which could increase in the future. The proposals are for seasonal use rather than yearlong. The elk and deer winter range use period evaluated for this analysis is January 1st to April 1st.

Some proposals on main roads in elk and deer winter range, were not brought forward in the SDEIS. It was decided that these main routes should be maintained with their current access designations. These roads were: main routes currently open yearlong (no restrictions), main routes and accessing areas currently open yearlong or primary access routes identified on the forest visitor maps - yellow highlighted. Many of these routes are not currently accessible by passenger vehicle in winter. Continued yearlong motorized use (no restricted) may require a forest plan amendment or identification of the road open for motorized use.

Table 3-11 displays amount of elk winter range by 4th code HUC with existing miles of motorized roads open yearlong and open seasonally. The table also shows the number of miles of proposed seasonal and yearlong designations presented in the SDEIS. The mileages listed are only the road segments within elk and deer winter range. Often these roads extend beyond winter range areas, and in many cases more miles are affected by proposals than shown in the tables.

The Lower Selway subbasin contains the highest amount of elk and deer winter range (62,719 acres) and has 97 miles of road open yearlong. The South Fork Clearwater subbasin has 16,307 acres of winter range with 411 miles of road open yearlong. Many more miles of road in elk winter range are open yearlong rather than seasonally on the forest. Almost all the proposed designations made in the SDEIS are for seasonal restrictions related to wildlife.

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Designated Routes and Areas for Motorized Vehicle Use

Table 3-11 Roads in Elk/Deer winter range.

4 th code HUC Name	Alternative 1		SDEIS Proposals (SEGMENTS ONLY)	
	Total Miles Roads Open Yearlong	Total Miles Roads Open Seasonally	Miles of Road* Proposed for Non-motorized use	Miles of Road* proposed for seasonal use
Little Salmon	41.9	8.4	0.0	0.1
Lower Salmon	135.2	42.2	0.0	8.8
Lower Selway	96.5	2.8	0.0	16.2
Middle Fork Clearwater	23.2	0.0	0.0	0.0
Middle Salmon- Chamberlain	4.6	25.2	0.0	0.1
South Fork Clearwater	410.9	16.1	0.3	2.8
Total	712.3	94.7	0.3	28.0

*Mileages shown are limited to road segments within winter range, rather than the entire length of the road with a proposed designation in the SDEIS.

There are 2.7 miles of motorized trails open yearlong and 80 miles of trail open seasonally in elk and deer winter range (Table 3-12). The table also shows the number of miles of proposed for seasonal (9.6 miles) and yearlong (2.2 miles) designations in the SDEIS. There are very few miles of motorized trails open yearlong. Most are open seasonally. The Lower Selway has the most seasonally open trails with the Lower Salmon having the second most. Most of the SDEIS proposed designations are for seasonal restrictions, rather than yearlong.

Since the SDEIS proposes reducing motorized use in elk and deer winter range, but the proposals are not part of any specific alternative, the effects cannot be fully quantified. However, it is expected that these new proposals would increase wildlife security on winter range, in winter, in any alternative.

Table 3-12 Trails in elk and deer winter range.

4 th code HUC	Alternative 1		SDEIS Proposals (SEGMENTS ONLY)	
	Total Miles Trails Open Yearlong	Total Miles Trails Open Seasonally	Miles of Trail* Proposed for Non-motorized use	Miles of Trail* proposed for seasonal use
Little Salmon	0.0	0.8	0.0	0.0
Lower Salmon	0.0	31.9	2.2	9.6
Lower Selway	0.0	39.4	0.0	0.0
Middle Fork Clearwater	0.0	5.0	0.0	0.0
Middle Salmon- Chamberlain	1.6	2.4	0.0	0.0
South Fork Clearwater	1.1	0.5	0.0	0.0
Total	2.7	80.0	2.2	9.6

*Mileages shown are limited to road segments within winter range, rather than the entire length of the road with a proposed designation in the SDEIS.

CUMULATIVE EFFECTS

The cumulative effects to wildlife species from the recommended designation changes would be positive for elk, deer, and other wildlife species that need security for survival. Security is important to all species, whether associated with noise disturbance or physical harm. The proposed changes generally restrict motorized use in winter on winter range. Cumulatively, these proposals provide larger areas of secure habitat for wildlife, which is a beneficial effect.

MOOSE WINTER RANGE - MANAGEMENT AREA 21

Analysis Methods and Indicators

In the DEIS, the indicator used for evaluating moose habitat security was miles of motorized routes in riparian habitats. Winter habitat was not specifically addressed. The Forest Plan direction for Moose winter range (MA 21) states:

Close all but specifically identified roads during fall and winter.

The Forest Plan (USDA-FS 1987, as amended) identified Moose winter range (MA21) as occupying 45,140 acres on the Forest. Moose winter range consists of grand-fir /Pacific yew habitat types.

Using Pacific Yew/Grand fir habitat modeling of Vegetation Response Unit 7 (VRU 7), this more accurate indicator identified about 93,250 acres of Moose winter range on the Forest (Map 13-back or Map 15). This indicator is used in the SDEIS analysis. VRU 7 is described as follows:

Moist uplands, grand fir and Pacific yew - This VRU is common in on the forest, at mid elevations, but quite rare elsewhere in northern Idaho. Mesic grand fir habitat types are dominant, and Pacific yew phases are common. Grand fir, Douglas-fir, and Pacific yew were the dominant species. Western larch, Engelmann spruce and lodgepole pine are less common. Usually small to medium fires of mixed severity occurred at infrequent intervals (75 to 150 years). Large stand replacing fires occurred more infrequently. About 60 percent of stands originated from mixed severity fire and about 40 percent from stand replacing fire. (Pat Green, NPNF).

Indicators:

- ◆ Miles of Motorized Roads in Moose winter range.
- ◆ Miles of Motorized Trails in Moose winter range.

Existing Condition

There is approximately 93,350 acres of Moose winter range on the Nez Perce National Forest (Table 3-13; Map 13-back or Map 15). The South Fork Clearwater subbasin has, by far, the most moose winter range on the Forest, with 85,803 acres (Table 3-13).

There are approximately 685 miles of road segments open yearlong, and 72 miles open seasonally in moose winter range. The South Fork Clearwater subbasin currently has the highest amount of roads open to yearlong motorized use in moose winter range (552 miles;

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Table 3-14). There are 41 miles of road open yearlong and two miles open seasonally in Moose winter range (Table 3-14).

Table 3-13. Moose Winter Range by Watershed.

4 th code HUC	HUC Total Acres	Moose Winter Range Acres	Percent of HUC in Moose Winter Range
Lower Selway	656,598	4,877	1%
Middle Fork Clearwater	139,607	2,570	2%
South Fork Clearwater	753,643	85,803	11%
Total	1,549,848	93,250	14%

Direct and Indirect Effects

Moose are particularly vulnerable during winter because they are dependent on grand fir/Pacific yew habitat associations for forage, which is only available in certain areas. Therefore, moose populations are concentrated in limited habitat areas during winter, where they are more vulnerable to disturbance and hunting mortality associated with motorized access in winter. Winter is also a period of increased energetic costs associated with deep snow, low temperatures, and less available forage. Winter range travel restrictions are intended to prevent disturbance and harassment of elk and deer during a period when physical stress is already relatively high.

ALTERNATIVE 1 (NO ACTION)

Under the No Action Alternative, there would be no elimination of cross country travel off of motorized routes. There would also be no proposals for restricting motorized routes in moose winter habitat in winter. Most roads in Moose winter range on the Forest would remain open yearlong and fewer roads are open seasonally.

There would be 685 miles of road open yearlong and 72 miles open seasonally, in Moose winter range. There would be 41 miles of trail in Moose winter range that are open yearlong and two miles seasonally open for motorized use (Table 3-14 and 3-15). There are nine times more miles of motorized trails, open yearlong, in the South Fork Clearwater subbasin as there are in the Lower Selway.

ACTION ALTERNATIVES

Alternatives 1A, 2, 3, and 4 close the Forest to cross country motorized travel, which would benefit moose security. However, in Moose winter range many routes remain open in the wintertime. The DEIS compares alternatives by miles of motorized routes in winter range. These alternatives did not reflect the additional supplemental proposals for designation changes.

SUPPLEMENTAL EFFECTS

Initially, the DRAMVU DEIS focused on eliminating cross country travel, but during the review of the draft and Forest Plan compliance, it was determined that the Forest needed complete additional analysis and propose some route designations for compliance with the MA 21 standard, since many roads are currently unrestricted in the winter in Moose winter range.

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Designated Routes and Areas for Motorized Vehicle Use

The SDEIS proposes route designations to address some of the motorized routes open in Moose winter range (Table 3-14 and 3-15; SDEIS - Chapter 2 & Appendix B). Nearly all of the proposed designations focus on restricting motorized use in winter, when there is very little use currently, but which could increase in the future. The Moose winter range use period evaluated for this analysis is October 1st to April 1st. The proposals would reduce yearlong use of road and trails in Moose winter range, and provide more secure habitat in these areas during the winter.

Some proposals on main roads affecting summer moose winter range were not brought forward in the SDEIS. It was decided that these main routes should be maintained with their current access designations. These roads were: main routes currently open yearlong (no restrictions), main routes and accessing areas currently open yearlong or primary access routes identified on the forest visitor maps - yellow highlighted. Many of these routes are not currently accessible by passenger vehicle in winter. Continued yearlong motorized use (no restricted) may require a forest plan amendment or identification of the road open for motorized use.

Approximately 246 miles of road are proposed for seasonal use and would reduce the miles of road open yearlong in Moose winter range (Table 3-14). Approximately 8 miles of trail are proposed for seasonal use, are directly in Moose winter range.

Table 3-14 Motorized Roads in Moose Winter Range

4 th code HUC	Alternative 1		SDEIS Proposals (SEGMENTS ONLY)	
	Total Miles Roads Open Yearlong	Total Miles Roads Open Seasonally	Miles of Road* Proposed for Non-Motorized Use	Miles of Road* proposed for seasonal closure
Lower Selway	93	1		
Middle Fork Clearwater	39	7		2
South Fork Clearwater	552	64	3	244
Total	685	72	3	246

*Mileages shown are limited to road segments within winter range, rather than the entire length of the road with a proposed designation in the SDEIS.

Table 3-15 Motorized Trails in Moose Winter Range

4 th code HUC	Alternative 1		SDEIS Proposals (SEGMENTS ONLY)	
	Total Miles Trails Open Yearlong	Total Miles Trails Open Seasonally	Miles of Trail* Proposed for Non-Motorized Use	Miles of Trail* proposed for seasonal closure
Lower Selway	4	-	-	1
South Fork Clearwater	37	2	-	7
Total	41	2	-	8

*Mileages shown are limited to trail segments within winter range, rather than the entire length of the road with a proposed designation in the SDEIS.

Cumulative Effects

The cumulative effects to wildlife species from the recommended designation changes would be positive for moose and other wildlife species that need security for survival. Security is important to all species, whether associated with noise disturbance or physical harm. The proposed changes generally restrict motorized use in winter on winter range. Cumulatively, these proposals provide larger areas of secure habitat for wildlife, which is a beneficial effect.

SPECIAL MANAGEMENT AREA 11

Analysis Methods and Indicators

The Forest Plan describes Management Area 11 (MA11) as a “special management area” (Pg. III-3, Forest Plan, USDA-FS 1987, as amended). The Management Intent of the area is to:
Manage for high fishery/water quality objectives, wildlife security, and high quality dispersed recreation with no additional roads.

There are three MA 11 Special Management Areas on the Forest identified in the Forest Plan:

1. East Meadow Creek
2. Silver Creek
3. Rapid River

The Forest Plan (USDA-FS 1987, as amended) identified MA 11 as occupying 126,846 acres on the Forest. As part of Forest Plan Amendment 23, the original EHEA areas of MA 11 were included as two summer elk habitat evaluation areas (1997 Elk Habitat EA). Currently these two MA11 areas are identified with summer elk habitat objectives. One is the Lower Selway River face (26,134 acres) and the other is the East Meadow Creek area (33,278 acres). They both have been assigned summer elk habitat objectives of 100 percent.

Existing Conditions and Environmental Consequences

DIRECT AND INDIRECT EFFECTS

Alternative 1 (No Action)

Under the No Action Alternative, there would be no elimination of cross country travel off of motorized routes. There would also be no proposals for restricting motorized routes in Management Area 11. Currently the Lower Selway River area is at 77 percent and the East Meadow Creek area is at 83 percent habitat effectiveness..See Wildlife Section for effects to Summer Elk Habitat in the MA 11 areas.

ALL ACTION ALTERNATIVES

Alternatives 1A, 2, 3, and 4 close the Forest to cross country motorized travel, which would benefit wildlife security. In Alternatives 1A, 2 and 4, many routes remain open in MA 11. Alternative 3 proposed to close many trails to motorized use in the Lower Selway and East Meadow Creek area. This would improve wildlife security.

SUPPLEMENTAL EFFECTS

A number of proposed road and trail designations would address some of the motorized routes open in MA 11. Nearly all of the proposals focus on restricting motorized use in winter, when

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there is very little use currently, but which could increase in the future. The route designations are for seasonal motorized use.

Detailed descriptions for the proposed designation changes are presented in SDEIS-Appendix B. Routes in MA 11 proposed for seasonal motorized use include Roads: 290, 317, 317A, 317B, 317C, and 319. The proposals include changing yearlong motorized access for ATV/cycles to seasonal access from June 16th to November 30th. These changes would improve wildlife security during the winter time.

Cumulative Effects

The cumulative effects to wildlife species from the recommended designation changes would be positive for ungulates and other wildlife species that need security for survival. Security is important to all species, whether associated with noise disturbance or physical harm. The proposed changes generally restrict motorized use in winter on winter range. Except, snow machine use would not be changed. Cumulatively, these proposals provide larger areas of secure habitat for wildlife, which is a beneficial effect.

PARKING

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

The existing condition and effects analysis discussion for wildlife is focused primarily on riparian dependent species because the previous sections address other wildlife effects. The wildlife analysis in the DEIS assessed riparian habitat security by comparing the number of existing and alternative miles of motorized routes in RHCA's by 4th code subbasin.

Under the No Action Alternative, there are no restrictions to parking or any other travel activity, except under existing travel orders. The only limitations are the terrain and abilities of the operator. The unlimited use allowed under this alternative has the greatest potential effects on riparian habitat and riparian associated wildlife species. Miles of streamside routes would remain the same.

ACTION ALTERNATIVES

The DEIS Alternatives propose parking within 300 feet of designated roads and from 0-300 feet of designated trails. In January of 2009, after the DEIS was published, new Forest Service Manual Direction was published to help implement the Travel Rule (FSM 7700, USDA-FS 2009). In that direction, the responsible official must choose to designate the distance for parking off roads either as one vehicle length or up to 30 feet.

Alternatives 1A, 2, 3 and 4 in the DEIS, closed the Forest to cross country motorized travel, and designated specific routes for motorized travel, to be consistent with the Travel Management Rule. Off-route motorized travel associated with dispersed camping and parking was allowed under these alternatives within the specified limits. Specifically, the DEIS stated that limited motorized vehicle use would be allowed for the purposes of dispersed parking or camping,

except “in areas where geography and resource protection are not limiting factors (e.g. cliffs, streams, etc.)”.

This statement implies that in areas where resource protection is a limiting factor, as it would be where streams are adversely affected, those areas would be closed or blocked from motorized use. It is important to note that motorized “pioneering” for a potential dispersed site or parking area by driving off route for extended lengths was not included as a proposed action under Alternatives 1A, 2, 3 or 4, nor was driving for big game retrieval or firewood gathering. Therefore, the DEIS not did address the potential effects of off-route motorized uses associated with dispersed camping.

SUPPLEMENTAL EFFECTS

Parking would be allowed within one vehicle length of roads. Because the DEIS did not analyze the effects of this limited parking distance, supplemental information is needed on the effects of reducing the parking distance to one vehicle length.

The effects of limiting the potential parking distance to one vehicle length are not quantified in this analysis; however, the change represents a reduction of the large majority of ground that could be potentially impacted by parking or traveling off road to reach parking areas. While the proposal under the SDEIS would likely still affect riparian associated species and habitat, the potential effects would be very small.

Cumulative Effects

The cumulative effects to wildlife species from the proposed changes in allowable parking would be less than the cumulative effects of all alternatives presented in the DEIS, including the No Action Alternative. While the factors providing cumulative effect would be the same, the degree of effects would be substantially reduced due to the large decrease in area of potential wildlife habitat accessible. The beneficial management changes would result in an incremental improvement to resource condition.

MOTORIZED ACCESS FOR DISPERSED CAMPING ACCESS

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Motorized access to dispersed campsites is currently allowed across the forest off open road and trails for an undetermined distance. The only limitations are the terrain and abilities of the operator, with the exception of existing travel orders. The unlimited use allowed under this alternative has the greatest potential reducing wildlife security and for invasive species expansion, making wildlife habitats more at risk.

ACTION ALTERNATIVES

The effects of allowing motorized access for dispersed camping on wildlife species are presented in the DEIS.

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SUPPLEMENTAL EFFECTS

The SDEIS proposes limiting access for dispersed camping to 0 feet off from particular routes to protect natural resources. This includes approximately 20 miles of road that are proposed for reduced access for dispersed camping (See Chapter 2 for a detailed list).

The effects of the proposed conditions of use, such as confining motorized access to dispersed campsites to already disturbed sites, greatly reduces the potential for wildlife habitat security and habitat quality, as invasive species spread. Limiting the repetitive recreational riding and crossing of streams would also lessen the likelihood for riparian habitat effects and invasive species spread. Implementation of these conditions would reduce the potential for wildlife security and habitat effectiveness reduction.

Cumulative Effects

The cumulative effects of wildlife security and habitat effects associated with the proposed changes in motorized access to dispersed camping would be less than the cumulative effects of all alternatives presented in the DEIS, including the No Action Alternative. While the factors providing cumulative effects would be the same, the degree of effects would be substantially reduced due to a reduction of the area of potential habitat directly accessed by motor vehicles. The beneficial management changes would result in an incremental improvement to wildlife security habitat condition.

Environmental Effects of Resource Concerns

Recreation – Trails Systems

Existing Conditions

No additional or new information.

Environmental Consequences

This section discusses the trail system in terms of effects to designated National Recreation Trails and developed ATV trails. See also Trail Opportunities in the Recreation Opportunities section.

DIRECT AND INDIRECT EFFECTS

PARKING

The SDEIS proposal for parking would not change the effects analysis for the Trail System.

MOTORIZED ACCESS FOR DISPERSED CAMPING

The SDEIS proposal for motorized access for dispersed camping, on it's own, would not alter National Recreation Trails or ATV trails on the Forest. See the Recreation Opportunities - Access to Dispersed Camping section for more information.

PROPOSED ROAD AND TRAIL DESIGNATIONS

None of the SDEIS trail proposal would affect National Recreation Trails or recently developed ATV trails. No additional or new information to add to the DEIS for this resource.

CUMULATIVE EFFECTS

No new or additional information.

Soils

This analysis supplements the Soils section found on Chapter 3, page 173-185 of the DRAMVU DEIS. An additional analysis was performed to identify the effects of new information and proposals presented within the SDEIS.

Existing Conditions

No additional or new information.

Environmental Consequences

This section discusses soil resource effects from the actions proposed in Chapter 2 of this SDEIS. See also Watershed and Fisheries section for related effects information.

PARKING

Direct and Indirect Effects

NO ACTION ALTERNATIVE

The potential effect to soil erosion, soil compaction, rutting and displacement and landslide hazard from parking would continue as described in the DEIS analysis.

ACTION ALTERNATIVES

The potential effects to soil erosion, soil compaction, rutting and displacement and landslide hazard would not change from the DEIS analysis. Parking was not considered cross country travel.

SUPPLEMENTAL EFFECTS

The potential effects of limiting the parking distance to one vehicle length could be quantified in the indicators of the DEIS analysis. Parking was considered in the areas that would be used to access dispersed camping sites. The proposed parking restriction would not change the length of roads where motorized use is allowed, but would reduce the amount of lands vulnerable to soil erosion, soil compaction, rutting and displacement or landslide hazard by limiting vehicles parking directly adjacent to roads and trails.

MOTORIZED ACCESS FOR DISPERSED CAMPING

Direct and Indirect Effects

NO ACTION ALTERNATIVE

The potential effect to soil erosion, soil compaction, rutting and displacement and landslide hazard from motorized access for dispersed camping would continue as described in the DEIS analysis.

ACTION ALTERNATIVES

The potential effects to soil erosion, soil compaction, rutting and displacement and landslide hazard from motorized access for dispersed camping, would not change from the DEIS analysis. The effects on soil resources were considered in each of the above indicators.

SUPPLEMENTAL EFFECTS

The potential effects to soil erosion, soil compaction, rutting and displacement and landslide hazard from motorized access for dispersed camping, would change the amount of area calculated to impact soil resource from motorized vehicles. The total acres susceptible to erosion, soil compaction, rutting and displacement, and landslide hazard, from cross country motorized use would be reduced along the 20 miles of proposed for reduced motorized access for dispersed camping. This would have a beneficial direct effect on the soil resources in these areas.

Several of the road segments proposed for no or reduced dispersed camping access, have areas of fragile soils and plant communities, are high elevation areas or grasslands and are susceptible to erosion. Impacts to these areas would be reduced with the designation for non-motorized use. These include: Roads 1856, 1870, 243, 243G, 243G1, 420, 420C, 444, 479, 672, and 672E.

The proposed conditions of use for access also would reduce the amount of new soil erosion, soil compaction, rutting and displacement by focusing motorized access on existing disturbed areas and not crossing streams. This would also have a beneficial effect.

PROPOSED ROAD AND TRAIL DESIGNATIONS

Direct and Indirect Effects

NO ACTION ALTERNATIVE

The potential effects to soil erosion, soil compaction, rutting and displacement and landslide hazard from motorized use of roads and trails on the forest, would continue as described in the DEIS analysis.

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ACTION ALTERNATIVES

The potential effects to soil erosion, soil compaction, rutting and displacement and landslide hazard from motorized use on roads and trails on the forest, would not change from the DEIS analysis. The effects from motorized use on soil resources, was considered in each of the above indicators.

SUPPLEMENTAL EFFECTS

The proposed road and trail designations would change the potential effects to soil erosion, soil compaction, rutting and displacement and landslide hazard from motorized use on roads and trails on the forest. The overall acres in each of the DEIS indicators, to compare alternatives, has not been calculated for this analysis, but would be completed for the Final EIS.

The proposed road and trail designations to non-motorized use would reduce the amount of soil resource effects from roads and trails. The amount of miles of road and trails on soil substrata with high erosion hazards or with high landslide hazard would be reduced. This would be beneficial. In Earthquake Basin area, the erosion from roads proposed to be closed yearlong motorized use, would be slightly reduced, because many of these roads receive low use and are currently vegetated.

Proposed road and trail designations that change from yearlong use to seasonal motorized use would reduce the potential for soil erosion, soil compaction, rutting and displacement, but not change the miles that are motorized. By reducing use in the fall, winter and spring seasons the potential effect would also be reduced. Wet soils are more susceptible to erosion, compaction, rutting and displacement and landslides.

The potential effects of road proposed to be open to yearlong use would increase the amount of miles in each of the indicators. The road miles available to motorized use would increase, and change the potential effects to soil resources including landslide hazard.

CUMULATIVE EFFECTS

The cumulative effects to soil resources from the actions proposed in the SDEIS would be an improvement in all action alternatives presented in the DEIS.

Watershed

Scope of the Analysis

This analysis supplements the Watershed section found on Chapter 3, page 186-200 of the DRAMVU DEIS. An additional analysis was performed to identify the effects of new information and proposals presented within the SDEIS.

Introduction

A specialist report including the existing condition and effects analysis for watershed was included in the DRAMVU DEIS. Direct, indirect and cumulative effects to the watershed resources were analyzed. Since completion of the DEIS issues have emerged that necessitate additional analysis to evaluate potential changes in the effects on this resource. These changes involve parking distance from designated routes, access for dispersed camping, and access management in big game wintering range and a municipal watershed.

The DEIS review of existing road designations compared to Forest Plan standards identified some conflicts. The conflicts may be resolved by restricting access on some routes, or amending the Forest Plan. The conflicts with management area direction in Wall Creek Municipal watershed occur in the DEIS alternatives.

The following discussions of these items compares the effects presented in the DEIS and the new effects that would result from the changes proposed. This information supplements the watershed section of the DEIS by addressing changes only.

Existing Conditions

No additional or new information.

Environmental Consequences

PARKING

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Under the No Action Alternative forest users are unlimited on where they can go for parking and all other travel activities, except under existing travel orders. The only limitations are the terrain and abilities of the operator. The specific effects of allowing this level of access, by motorized vehicles, on the watershed resources are presented in the DEIS. The unlimited use allowed under this alternative has the greatest potential effects on the watershed resources.

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ACTION ALTERNATIVES

The effects to the indicator *Area Open to Cross-Country Motorized Use* would not change from the DEIS. Parking is not considered cross-country travel.

The effects to the indicator *Motorized and Non-motorized Roads by HUC* would not change from the DEIS. The type of parking would not affect the miles of road considered.

The effects to the indicator *Motorized and Non-motorized Trails by HUC* would not change from the DEIS. The type of parking would not affect the miles of trail considered.

SUPPLEMENTAL EFFECTS

The effects of limiting the potential parking distance to one vehicle length are not quantified in the indicators of the DEIS. Parking is different than cross-country travel, and the proposed parking restriction does not change the length of roads where motorized use is allowed. Under all alternatives there is no change to the indicators of watershed resources.

Cumulative Effects

The effects of limiting the potential parking distance results in a reduction of the amount of ground that could be impacted by parking or traveling off road to reach parking areas. While the proposal under the SDEIS would likely affect watershed resources, the potential effects would be small.

Travel to park on the national forest could be considered a 'subset' of cross-country travel not considered in the DEIS. Cross-country travel is generally considered an activity to 'go someplace'. Travel to park usually occurs within a limited distance of the road or trail. This proposal would reduce the distance traveled for parking, which would reduce potential soil compaction and vegetation disturbance. Avoiding these disturbances would benefit conditions of soil infiltration, reduced surface runoff and reduced erosion. Cumulatively, the proposal would provide a benefit to the watershed resource condition.

The cumulative effects to watershed resources from the parking limitations proposed in the SDEIS would be an improvement in all action alternatives presented in the DEIS. The amount of improvement would be roughly similar to the amount of roads and trails open to motorized travel in each alternative, as parking is allowed along all travel routes unless other restrictions apply.

MOTORIZED ACCESS FOR DISPERSED CAMPING ACCESS

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Motorized access to dispersed campsites is currently allowed across the forest off open roads and trails for an undetermined distance. The only limitations are the terrain and abilities of the operator, with the exception of existing travel orders. The specific effects of allowing this level of access on watershed resources are presented in the DEIS. This unlimited access for

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dispersed camping allowed in Alternative 1 has the greatest potential detrimental effects on watershed resources.

ACTION ALTERNATIVES

The effects to the indicator *Area Open to Cross-Country Motorized Use* would change from the DEIS, benefiting watershed resources. Motorized access to dispersed camping may be considered cross-country travel. The conditions of use would be applied to any of these alternatives.

The effects to the indicator *Motorized and Non-motorized Roads by HUC* would not change from the DEIS. The distance from roads that dispersed motorized camping is allowed would not change the 'Motorized and non-motorized Roads by HUC' as described in the DEIS. Motorized access to dispersed camping would not affect the number of miles of road considered.

The effects to the indicator *Motorized and Non-motorized Trails by HUC* would not change from the DEIS. The distance from roads that dispersed motorized camping is allowed would not change the 'Motorized and non-motorized Trails by HUC' as described in the DEIS. Motorized access for dispersed camping would not affect the number of miles of trail considered.

SUPPLEMENTAL EFFECTS

The proposal for reduced dispersed camping access along 20 miles of road (Table 2-1) would have a direct and indirect effect on watershed conditions. Most of these roads are upland roads which would have minor effects on stream and water resources. On roads in or next to riparian areas (Roads 394, 468, 643) the watershed benefits would be greater, although this is a small change in area. On these sites the vegetative and soil recovery from present conditions could occur, or new damage would be avoided. This would be a direct effect benefiting soil condition, indirectly improving soil recovery with a resulting increase in infiltration, reduced runoff and reduced erosion; and potentially resulting in reduced stream sedimentation.

Following the review of comments and effects analysis of natural resources several areas on the forest it was determined that additional protection was needed for vegetation and heritage resource from potential dispersed camping activities. The SDEIS proposes new conditions of use for motorized access to dispersed campsites that would protect resource conditions.

The conditions of use are listed in Chapter 2. These basically state that use must not result in resource damage; use must not leave existing tracks, must not cross streams, must not pass barriers or obstructions placed to deter use, and must use the route for access only and not recreational riding. The conditions of use presented include the exception to areas where geography and resource protection are limiting factors, or use as authorized under certain special use permits.

The proposed 'conditions of use' would further reduce potential effects where vehicles are allowed by mandating that users stay on existing tracks, not cross streams or breach barriers while accessing dispersed campsites. Implementation of these conditions would ensure effects occur on ground already in use and reduce potential effects to watershed resources in the immediate camping area or the access route to the campsites.

Cumulative Effects

The cumulative effects from the proposed changes in dispersed camping in the SDEIS would be an improvement to watershed resources in all action alternatives presented in the DEIS. While the proposal would likely affect watershed resources, the potential effects would be small. While the factors providing cumulative effect would be the same, the degree of effects would be reduced due to the decrease in area accessible for motorized use. The beneficial management changes would result in an incremental improvement to resource condition.

PROPOSED ROAD AND TRAIL DESIGNATIONS

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Under the No Action Alternative forest users are allowed to travel on the roads and trails included in this proposal with no change. The specific effects of motorized use to the watershed resources are presented in the DEIS.

SUPPLEMENTAL EFFECTS

Seasonally closing roads and trails under this proposal would affect the watershed resources in at least three ways during the season restricted: 1) Parking would no longer occur along these routes, 2) dispersed motorized camping would no longer occur along these routes, and 3) the routes would no longer be traveled by motorized vehicles.

The effects to the indicator *Area Open to Cross-Country Motorized Use* would change from the DEIS if the proposed designations are implemented. As described in the 'Proposal for Motorized Access for Dispersed Camping', above, removal of these routes from the motorized use would reduce the off-route area impacted.

The effects to the indicator *Motorized and Non-motorized Roads by HUC* would change from the DEIS if the proposed access designations are implemented. The amount of 'Motorized Roads' would be reduced by 39 miles. Most of the miles are accounted for in the Middle South Fork Clearwater River, American River, Lower Little Salmon River, Upper Middle Fork Clearwater River, Red River and Skookumchuck- Salmon River watersheds. The largest change to seasonal designations on roads would occur in the Middle South Fork Clearwater River, Red River, Newsome Creek and American River watersheds. The change to motorized yearlong use of roads only occurs in the Race Creek-Salmon River watershed.

In MA22, the use of the Wall Point Road (#337A) is proposed as closed all year to ATV's and motorcycles, in addition to the existing closure on highway vehicles. The entire road is about one mile in length, with roughly half of it in the Wall Creek watershed.

The effects to the indicator *Motorized and Non-motorized Trails by HUC* would change from the DEIS if the proposed designations are implemented. The amount of 'Motorized Trails' would be reduced by 3 miles in the Whitebird Creek watershed. The largest change to seasonal designations on trails would occur in the Partridge Creek-Salmon River, Upper Middle South Fork Clearwater River and Newsome Creek watersheds.

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Less motorized use is associated with improved watershed conditions. On these sites vegetative and soil recovery from present conditions would occur. This would be a direct effect toward improving soil recovery with a resulting increase in infiltration, reduced runoff and reduced erosion; and indirectly resulting in reduced stream sedimentation. Seasonal restrictions generally occur in the wet season, providing many of the watershed benefits of a year-round closure.

Cumulative Effects

The cumulative effects to watershed resources from reducing access to these routes would be less than the cumulative effects for all action alternatives presented in the DEIS. Overall this is a small change in the area, but it would add incrementally to an improvement in watershed conditions.

Consistency with the Forest Plan and Environmental Laws

The following Forest wide Standards for Management Area 22, from among those listed on page III-61 of the Nez Perce National Forest Plan (as revised by Amendment No. 12), apply to this project and would be met as follows:

Table 3-16 Forest Plan Compliance – Management Area 22

Standard Number	Subject Summary	Compliance Achieved By
Recreation 1	Post, with signs, roaded access points into the watershed informing users of the municipal watershed and encouraging caution with potential pollution sources and sanitation.	Mitigation – signs would be posted.
Recreation 2	Discourage overnight camping near streams.	Terrain and vegetation do not provide motorized camping opportunities.
Recreation 5	Restrict motorized recreation vehicles to designated collector routes.	Alternative 1A is revised by this SDEIS to include an amendment to allow travel on non-collector routes 337A, 1106B, 9472, & 9472A. Alternatives 2, 3, & 4 are revised with an amendment for route 337A. The SDEIS proposed to close Road 337A and would be consistent with this standard. See Appendix D.
Water 3	Restrict access use to avoid erosion problems.	Restrictions are in all alternatives. No problem sites are presently known. Monitoring would continue, and problem sites would be improved if needed.
Facilities 1	Design mitigation measures to assure that the existing beneficial uses of the waters of the watershed will be protected.	Continue existing motorized travel restrictions. Continue road maintenance and maintain road design standards providing reduced sediment.
Facilities 5	Restrict road use within the watershed during periods of wet weather if water quality standards are being jeopardized by erosion from road surfaces.	Monitor conditions during wet periods and implement (permanent or temporary) closures as needed.

Fisheries

Scope of the Analysis

This analysis supplements the Fisheries Resources section found on Chapter 3, page 201-247 of the DRAMVU DEIS. An additional analysis was performed to identify the effects of new information and proposals presented within the SDEIS.

Existing Condition

The DRAMVU DEIS described the existing condition of fishery resources on the Nez Perce National Forest. Indicators selected to assess effects to fishery resources and habitat included miles of motorized routes within Riparian Habitat Conservation Areas (RHCAs), number of motorized route crossings, and the effects of changes in these indicators to fish species of special concern. Additional indicators for effects to watershed condition, which were described in the Watershed section of the DEIS, included areas closed to off road vehicles and miles of motorized and non-motorized routes. These indicators were summarized at the 5th code hydrologic unit scale.

Fish species of special concern found on the Nez Perce National Forest include Snake River Sockeye Salmon, Snake River fall chinook salmon, Snake River spring/summer chinook salmon, Snake River steelhead trout, Columbia River bull trout, westslope cutthroat trout, interior redband trout, and Pacific lamprey. Of these, the first five are listed as Threatened or Endangered under the Endangered Species Act. The latter three are included as sensitive species in Region 1 of the U.S. Forest Service.

No other new information.

Environmental Consequences

The following addresses the effects of these proposals, as well as additional seasonal restrictions on some routes, as described in Chapter 2 of this document.

DIRECT, INDIRECT, AND CUMULATIVE EFFECTS

Parking

ALTERNATIVE 1 – NO ACTION

Alternatives 1 in the DEIS, does not close the Forest to cross country motorized travel and continues to allow parking as currently designated.

ACTION ALTERNATIVES

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Alternatives 1A, 2, 3 and 4 in the DEIS, closed the Forest to cross country motorized travel, and designated specific routes for motorized travel, to be consistent with the Travel Management Rule. Off-route motorized travel associated with parking was allowed under these alternatives within the specified limits. Specifically, the DEIS stated that limited motorized vehicle use would be allowed for the purposes of parking, except “in areas where geography and resource protection are not limiting factors (e.g. cliffs, streams, etc.)”. This statement implies that in areas where resource protection is a limiting factor, as it would be where streams are adversely affected, those areas would be closed or blocked from motorized use. It is important to note that motorized “pioneering” for a potential parking area by driving off route for extended lengths was not included as a proposed action under Alternatives 1A, 2, 3 or 4, nor was driving for big game retrieval or firewood gathering.

SUPPLEMENTAL EFFECTS

Allowable distance to travel off routes for parking has been proposed to be reduced to comply with new Forest Service Manual direction.

As previously described, parking off designated motorized routes for purposes other than dispersed camping would be restricted to one vehicle length over most of the Forest’s designated routes. These restrictions would not affect any of the indicators as described in the DEIS. Miles of streamside routes and number of route crossings would remain the same. Additional direct and indirect effects to fisheries resources from off-route parking as described above are mainly limited to local soil compaction and possible rutting if use occurs on soft soils that are wet. It is possible sediment could be liberated from these sites and delivered to a stream, but it is unlikely that it would have much, if any, effect on fish or habitat. Even where parking occurs in riparian areas adjacent to streams, it is unlikely that this activity would result in significant effects beyond those already created by the physical presence of the route and the use of that route by motorized vehicles. Such effects were addressed in the DEIS. Additional cumulative effects are not expected.

Areas where parking could occur are inherently limited by slope gradient. Any slope steep enough to result in delivery of liberated sediment would likely be too steep for most drivers to operate and park their vehicle. Compaction of soil from parking one vehicle length off the route would be expected to be limited to the site where the parking occurred. Site specific soil compaction would not be expected to affect fish habitat, even where it occurred near streams.

Motorized Access for Dispersed Camping

ALTERNATIVE 1 – NO ACTION

Potential effects to fishery resources from off-route motorized travel to access dispersed camp sites could include soil compaction in riparian areas, rutting, bank disturbance, and increased sediment delivery. Adverse effects to riparian vegetation could also occur, if motorized vehicles were repeatedly operated in sites not already affected by dispersed camping. Fish could be directly affected if motorized vehicles were driven in streams to access a dispersed camp site.

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ACTION ALTERNATIVES

Alternatives 1A, 2, 3 and 4 in the DEIS, closed the Forest to cross country motorized travel, and designated specific routes for motorized travel, to be consistent with the Travel Management Rule. Off-route motorized travel associated with access for dispersed camping was allowed under these alternatives within the specified limits. In the DEIS, motorized access off designated routes for dispersed camping would be limited to 300 feet on either side of designated roads and 0-300 feet of trails, with conditions designed to avoid resource damage.

Specifically, the DEIS stated that limited motorized vehicle use would be allowed for the purposes of dispersed camping, except “in areas where geography and resource protection are not limiting factors (e.g. cliffs, streams, etc.)”. This statement implies that in areas where resource protection is a limiting factor, as it would be where streams are adversely affected, those areas would be closed or blocked from motorized use. It is important to note that motorized “pioneering” for a potential dispersed camping sites by driving off route for extended lengths was not included as a proposed action under Alternatives 1A, 2, 3 or 4, nor was driving for big game retrieval or firewood gathering.

Therefore, the DEIS not did address the potential effects to fishery resources of off-route motorized uses associated with dispersed camping. Although the distance allowed off routes varied by alternative, it was assumed any effects would be similar or the same, and that off-route travel for parking and dispersed camping would not result in significant effects to fishery resources under these alternatives. Following the review of comments and effects analysis of natural resources, however, several areas on the forest were determined to need additional protection from effects from potential dispersed camping activities and the need to clarify the conditions of use. These areas are identified in Chapter 2. Additional conditions of use were proposed for wheeled motorized access for dispersed camping. These conditions of use have been proposed to address resource concerns, including those associated with riparian areas and effects to fish, and to further clarify the limits included in the original DEIS.

SUPPLEMENTAL EFFECTS

The effects to fishery resources from motorized access off designated routes for the purpose of dispersed camping were not specifically addressed in the DEIS. It was assumed that regulations outlined in CFR 261.12 would reduce any effects to streams or habitat to the level of non-significance. Further, the DEIS contained language prohibiting dispersed camping where “geography and resource protection are limiting factors (e.g. cliffs, streams, etc). Therefore, indicators to assess effects from dispersed camping were not included. Miles of streamside routes and number of route crossings at streams would not be affected by dispersed camping.

The *conditions of use* described in Chapter 2, were developed to clarify the language in the DEIS and provide specific guidelines, partly because of potential effects to riparian and fishery resources. Although it would not be expected that operators would drive across streams to access dispersed camp sites, if the desired area was within the allowable distance off the route, it was not clear in the DEIS that crossing streams to access dispersed sites was not a desired action.

With the addition of the *conditions of use*, the effects to streams and fish habitat would be reduced, beyond the existing condition. Future “development” of new sites in riparian areas accessible to motorized use would not occur because use would be limited to existing sites only. Since streams would not be crossed by vehicles, direct effects to fish would not occur.

Proposed Road and Trail Designations

ALL ALTERNATIVES

The DRAMVU DEIS discloses the effects of the current road and trail designations to streams and fish habitat for DEIS alternatives 1, 1A, 2, 3 and 4.

SUPPLEMENTAL EFFECTS

The designations for motorized uses have been further refined. New proposed designations generally restrict the season of use for motorized use, preclude it altogether, or require a Forest Plan amendment to allow use outside of that prescribed in the Nez Perce Forest Plan, but that are currently allowed. See Chapter 2 for specific details.

The proposed designations in this SDEIS would result in less effects than disclosed in the DEIS. The SDEIS proposals would not result in additional direct or indirect effects such as opening motorized routes, new open routes within riparian zones, and new stream crossings. No cumulative effects would be expected.

See also the Watershed section for a list of 5th Code HUCs where the SDEIS proposals occur.

Consistency with the Forest Plan and Environmental Laws

The following Forest wide Standards for Fisheries, from among those listed on page II-20 of the Nez Perce National Forest Plan, apply to this project and would be met as follows:

Table 3-17 Forest Plan Compliance – Fisheries

Standard Number	Subject Summary	Compliance Achieved By
21	Meet established fish/water quality objectives for all prescription watersheds as shown in Appendix A	Closing the Forest to cross country motorized travel, further restrictions on off-route dispersed camping and parking, seasonal restrictions on routes according to direction for big game winter range. These actions are expected to reduce risks to fish habitat and contribute towards meeting fish/water quality objectives.

In addition, PACFISH amended the Nez Perce Forest Plan in 1995. Standards and guidelines related to recreation and recreation management were included. They include:

Design, construct, and operate recreation facilities, including trails and dispersed sites, in a manner that does not retard or prevent attainment of Riparian Management Objectives and avoids adverse effects on listed anadromous fish. Complete Watershed Analysis prior to construction of new recreation facilities in Riparian Habitat Conservation Areas. For existing

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recreation facilities in RHCAs, assure that the facilities or use of the facilities would not prevent attainment of RMOs or adversely affect listed anadromous fish. Relocate or close recreation facilities where RMOs cannot be met or adverse effects on listed anadromous fish avoided. Adjust dispersed and developed recreation practices that retard or prevent attainment of RMOs or adversely affect listed anadromous fish. Where adjustment measures such as education, use limitations, traffic control devices, increased maintenance, relocation of facilities, and/or specific site closures are not effective in meeting RMOs and avoiding adverse effects on listed anadromous fish, eliminate the practice or occupancy.

The proposals in this SDEIS would contribute to meeting these standards and guidelines by providing further restrictions on off-route travel for dispersed camping and parking. By clarifying the conditions under which off-route travel for dispersed camping can occur, it is likely use of these sites would not retard or prevent attainment of Riparian Management Objectives. Additional new dispersed sites would not be established. Streams would not be crossed with motorized vehicles. New routes to dispersed sites would not be established.

Additional restrictions on motorized use for the protection wildlife and in Wall Creek watershed would comply with this direction.

Vegetation

Invasive Species

SCOPE OF THE ANALYSIS

This analysis supplements the Invasive Species section found on Chapter 3, page 248-262 of the DRAMVU DEIS.

INTRODUCTION

A specialist report including the existing condition and effects analysis for invasive species was included in the DRAMVU DEIS. Direct, indirect and cumulative effects associated with invasive species were analyzed. Since completion of the DEIS, new proposed designations have emerged that necessitate additional analysis to ascertain potential changes in the effects on this resource. These changes involve: parking distance from designated routes, motorized access to dispersed camping and new proposed designations on roads and trails. The following discussions of these items compares the effects presented in the DEIS and the new effects that would result from the changes proposed. This information supplements the invasive species section of the DRAMVU DEIS. The balance of the report excluding these changes remains current.

EXISTING CONDITIONS

No additional or new information.

ENVIRONMENTAL CONSEQUENCES

Parking

DIRECT AND INDIRECT EFFECTS

ALTERNATIVE 1 (NO ACTION)

Under the No Action Alternative forest users are unlimited on where they can go for parking and all other travel activities, except under existing travel orders. The only limitations are the terrain and abilities of the operator. The specific effects of allowing this level of access on invasive species are presented in the DEIS. The unlimited cross-country motorized vehicle use allowed under this alternative provides the greatest potential for invasive species spread.

ACTION ALTERNATIVES

Alternatives 1A, 2, 3 and 4 limited forest users where they park (DEIS, Chapter 2). The specific effects of allowing this level of access on invasive species were presented in the DEIS. The cross-country motorized vehicle use allowed under these alternatives provides a reduction in potential for invasive species spread.

SUPPLEMENTAL EFFECTS

The effects of limiting the potential parking distance to one vehicle length are not quantified in this analysis; however, the change represents a reduction of the area potentially impacted by parking or traveling off road to reach parking areas and weeds potentially transported. Reducing that area accessed to motorized vehicles would have a corresponding similar reduction of potential weed spread. Limiting vehicle parking to one vehicle length of roads and trails could potentially greatly reduce the expansion probability and habitats at risk to weed invasion in all of the action alternatives.

Cumulative Effects

The cumulative effects to invasive species expansion from the proposed changes in allowable parking would be less than the cumulative effects of all alternatives presented in the DEIS, including the No Action Alternative. While the factors providing cumulative effect would be the same, the degree of effects would be substantially reduced by removing the motor vehicle spread vectors that occur during parking vehicles adjacent to roads. This would provide more control of new weed invasions and reduce their potential for spread. The beneficial management changes would result in an incremental improvement to resource condition.

Motorized Access for Dispersed Camping Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Motorized access to dispersed campsites is currently allowed across the forest off open road and trails for an undetermined distance. The only limitations are the terrain and abilities of the operator, with the exception of existing travel orders.

The specific effects of allowing this level of access on invasive species are presented in the DEIS. The unlimited use allowed under this alternative has the greatest potential for invasive species expansion, making more habitats at risk, and spreading undesirable species throughout the riparian systems.

ACTION ALTERNATIVES

Alternatives 1A, 2, 3 and 4 allow limited access for dispersed camping (DEIS, Chapter 2). The specific effects of allowing this level of motorized access on invasive species were presented in the DEIS. This limited access allowed under these alternatives provides a reduction in potential for invasive species spread.

SUPPLEMENTAL EFFECTS

The effects of the proposed conditions of use, such as of confining motorized access to dispersed campsites to already disturbed sites, greatly reduces the potential for invasive species spread. Limiting the repetitive recreational riding and crossing of streams would also lessen the likelihood for invasive species spread. Implementation of these conditions would reduce the potential for invasive species spread to areas already in use.

Cumulative Effects

The cumulative effects of invasive species associated with the proposed changes in motorized access to dispersed camping would be less than the cumulative effects of all alternatives presented in the DEIS, including the No Action Alternative. While the factors

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providing cumulative effect would be the same, the degree of effects would be substantially reduced due to a reduction of the area of potential habitat directly accessed by motor vehicles. The beneficial management changes would result in an incremental improvement to resource condition.

Proposed Road and Trail Designations

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Under the No Action Alternative forest users are allowed to travel on the proposed roads and trails yearlong on most routes. The specific effects of yearlong motorized use to invasive species are presented in the DEIS. Yearlong use has the greatest potential for invasive species expansion, making more habitats at risk, and spreading undesirable species throughout the forest, including in the Wall Creek Municipal Watershed and various wildlife habitats.

SUPPLEMENTAL EFFECTS

The direct and indirect effects to invasive species of the proposed road and trail designations are not quantified in this analysis. However, the change represents a reduction of ground that could potentially be impacted by motorized vehicles simply because less area would be accessible. This reduction could be ecologically significant because the elk and deer winter ranges generally have a component of invasive species already present. Allowing motorized vehicle use on those areas yearlong tends to compound the problem and spread the invasive species even more.

Cumulative Effects

The cumulative effects of invasive species spread would be less than the cumulative effects associated with all alternatives presented in the DEIS, including the No Action Alternative. Motorized vehicle access greatly increases the odds of introducing and/or spreading of new invader species from one area to another. Any proposed reduction to the motorized vehicle spread vector would be incrementally valuable to winter range areas.

Threatened, Endangered and Sensitive Plant Species

SCOPE OF THE ANALYSIS

This analysis supplements the Threatened, Endangered and Sensitive Plants Species section found on Chapter 3, page 263-271 of the DRAMVU DEIS.

INTRODUCTION

A specialist report including the existing condition and effects analysis for rare plant species was included in the DRAMVU DEIS. Direct, indirect and cumulative effects to these species of concern or to potentially suitable habitat were analyzed. Since completion of the DEIS changes to proposed management parameters have emerged that necessitate additional analysis to ascertain potential changes in the effects on this resource. These changes involve parking distance from designated routes, access to dispersed camping and proposed road and trail designations. The following discussions of these items compares the effects presented in the DEIS and the new effects that would result from the changes proposed. This information supplements the rare plant section of the DEIS by addressing changes only. The balance of the report excluding these changes remains current.

EXISTING CONDITION

No new information.

ENVIRONMENTAL CONSEQUENCES

Parking

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Under the No Action Alternative forest users are unlimited on where they can go for parking and all other travel activities, except under existing travel orders. The only limitations are the terrain and abilities of the operator. The specific effects of allowing this level of access, by motorized vehicles, on rare plant species are presented in the DEIS. The unlimited use allowed under this alternative has the greatest potential effects on rare plants and rare plant habitat.

ACTION ALTERNATIVES

Alternatives 1A, 2, 3 and 4 limited forest users where they park (DEIS, Chapter 2). The specific effects of allowing this level of access on rare plant species were presented in the DEIS. The cross-country motorized vehicle use allowed under these alternatives provides a reduction in potential effects to rare plants and habitats.

SUPPLEMENTAL EFFECTS

The effects of limiting the potential parking distance to one vehicle length are not quantified in this analysis; however, the change represents a reduction of the large

majority of ground that could be potentially impacted by parking or traveling off road to reach parking areas. While the proposal under the SDEIS would likely still affect habitat for some or most plant species, the potential effects would be very small.

Cumulative Effects

The cumulative effects to rare plant species from the proposed changes in allowable parking would be less than the cumulative effects of all alternatives presented in the DEIS, including the No Action Alternative. While the factors providing cumulative effect would be the same, the degree of effects would be substantially reduced due to the large decrease in area of potential habitat accessible for all rare plant species. The beneficial management changes would result in an incremental improvement to resource condition.

Motorized Access for Dispersed Camping

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Motorized access to dispersed campsites is currently allowed across the forest off open roads and trails for an undetermined distance. The only limitations are the terrain and abilities of the operator, with the exception of existing travel orders.

The specific effects of allowing this level of access on rare plant species are presented in the DEIS. The unlimited use allowed under this alternative has the greatest potential effects on rare plants and rare plant habitat.

ACTION ALTERNATIVES

Alternatives 1A, 2, 3 and 4 allow limited access for dispersed camping (DEIS, Chapter 2). The specific effects of allowing this level of motorized access on rare plant species were presented in the DEIS. This limited access allowed under these alternatives provides a reduction in potential effects on rare plants and habitats.

SUPPLEMENTAL EFFECTS

The limited motor vehicle use for camping is subject to proposed conditions that are listed in Chapter 2. These basically state that use must not result in resource damage; must not leave existing tracks; must not cross streams; must not pass barriers or obstructions placed to deter use and must use the route for access only and not recreational riding.

The effects of reducing the access to dispersed camping to 0 feet on designated routes are not quantified in this analysis; however, the change represents a reduction of the of ground that could be potentially impacted by dispersed camping or traveling off road to dispersed camping. While the proposal under the SDEIS would likely still affect habitat for some or most plant species, the potential effects would be reduced. The reduction or loss of effects would be mostly realized in reduced use of areas of greatest environmental sensitivity.

The proposed conditions of use would further reduce potential effects where vehicles are allowed by mandating that users stay on existing tracks, not cross streams or breach barriers while accessing dispersed campsites. Implementation of these conditions would

ensure effects occur on ground already in use and reduce potential effects to native habitats in the immediate camping area or the access route to the campsites.

Cumulative Effects

The cumulative effects to rare plant species from the proposed changes in dispersed camping would be less than the cumulative effects of all alternatives presented in the DEIS, including the No Action Alternative. While the factors providing cumulative effect would be the same, the degree of effects would be substantially reduced due to the large decrease in area of potential habitat accessible for all rare plant species. The beneficial management changes would result in an incremental improvement to resource condition.

Proposed Road and Trail Designations

Direct and Indirect Effects

ALTERNATIVE 1 (NO ACTION)

Under the No Action Alternative forest users are allowed to travel on the proposed roads and trails yearlong on most routes. The specific effects of yearlong motorized use to rare plant species or habitats is presented in the DEIS.

SUPPLEMENTAL EFFECTS

The direct and indirect effects to rare plant species from motorized access as proposed on roads and trails are not quantified in this analysis. However, the change represents a reduction of ground that could potentially be impacted by motorized vehicles simply because less area would be accessible yearlong. This reduction would likely be minimal because only a very few rare plant species grow on or immediately adjacent the actual road surface, thus the benefit would not be applicable to most species.

Cumulative Effects

The cumulative effects to rare plant species from reducing access to these routes would be less than the cumulative effects of all alternatives presented in the DEIS, including the No Action Alternative. While the factors providing cumulative effect would be the same, the degree of effects would be substantially reduced due to the decrease in area of potential habitat accessible by motorized vehicles for all rare plant species. The beneficial management changes would result in an incremental improvement to resource condition.

Heritage Resources

Scope of the Analysis

This analysis supplements the Heritage Resources section found on Chapter 3, page 272-276 of the DRAMVU DEIS. An additional analysis was performed to identify the effects of new information and proposals presented within the SDEIS.

Analysis Methods & Indicators

Three new indicators were established to evaluate the potential effects to historic properties as a result of the other proposals included in the SDEIS. These three indicators are:

- ◆ Effects to historic properties by limiting off-road parking to one vehicle length along open roads
- ◆ Effects to historic properties by restricting dispersed camping at certain locations
- ◆ Number of historic properties affected by proposed road and trail designations in response to wildlife and other issues

The summer elk habitat analysis is a GIS based analytical procedure that does not have the ability to affect historic properties. It is therefore not considered an indicator.

Existing Condition

No additional or new information.

Environmental Consequences

PARKING

Direct and Indirect Effects

ALTERNATIVE 1 – NO ACTION

Of the approximate 740 historic properties on the Forest, 95 occur in common with motorized routes. Effects from motorized use on these 95 historic properties range from no effect to adverse effects. The more notable effects have resulted from road construction which has occurred through and across historic properties. Off-road parking adjacent to these motorized routes has occurred atop historic properties, however, the exact number of sites which have been impacted is not currently known.

SUPPLEMENTAL EFFECTS

A decrease in direct effects to historic properties would occur by limiting the areas in which the public can park.

A decrease in indirect effects (e.g. artifact collecting) to historic properties would occur by limiting the areas in which the public can park.

MOTORIZED ACCESS FOR DISPERSED CAMPING

Direct and Indirect Effects

ALTERNATIVE 1 – NO ACTION

Of the approximate 740 historic properties on the Forest, 95 occur in common with motorized routes. Effects of motorized use on these 95 historic properties range from no effect to adverse effects. Dispersed camping activity along these routes has also affected historic properties, however, the exact number of sites which have been impacted is not currently known.

SUPPLEMENTAL EFFECTS

A decrease in direct effects to historic properties would occur by restricting the areas in which the public can engage in dispersed camping.

A decrease in indirect effects (e.g. artifact collecting) to historic properties would occur by restricting the areas in which the public can engage in dispersed camping.

The proposal to limit motorized access from roads on approximately 20 miles of road would directly reduce the effects on known historic properties. The proposed conditions of use for motorized access to dispersed camping would also reduce these potential effects.

PROPOSED ROAD AND TRAIL DESIGNATIONS

Direct and Indirect Effects

ALTERNATIVE 1 – NO ACTION

Of the approximate 740 historic properties on the Forest, 95 occur in common with motorized routes. Effects of motorized use on these 95 historic properties range from no effect to adverse effects.

SUPPLEMENTAL EFFECTS

The proposals to designate roads for seasonal use or to close roads would reduce potential effects to historic properties. The proposals to allow yearlong motorized use on 3 miles of roads could increase potential effects to historic properties. Forest Plan amendments that leave roads open that have been historically open to motorized travel would likely not increase effects to historic properties.

Cumulative Effects

Approximately 13% of the approximate 740 historic properties on the Forest have been affected by past motorized route construction and use. A decrease in these effects would occur by implementing any or all three indicator activities.

Consistency with the Forest Plan and Environmental Laws

The following Forest-wide Standards for cultural resources listed on page II-17 of the Nez Perce National Forest Plan would be met as follows:

Table 3-18 General Forest Plan Compliance – Cultural Resources

Standard Number	Subject Summary	Compliance Achieved By
1	Survey areas scheduled for land disturbance...	An appropriate cultural resource survey would be conducted for this project and approved by the Idaho State Historic Preservation Office.
2	Evaluate and protect sites and districts...	Evaluation of all historic properties within the project area would occur and protection measures developed for those sites eligible for the National Register of Historic Places. The Idaho State Historic Preservation Office would approve all evaluations and protection measures.
3	Protect American Indian religious and cultural sites...	Government-to-Government consultation has occurred
4	Protect and preserve National Register eligible properties...	All National Register eligible properties would be identified for the project area. Appropriate protection measures for these properties would be developed and approved by the Idaho State Historic Preservation Office.
5	Consult with Nez Perce Tribe...	Government-to-Government consultation is occurring
6	Write a cultural resource overview...	This is an overall program objective, and not a project specific mandate.
7	Identify maintenance and/or stabilization needs of historic properties	No historic properties requiring specific maintenance and/or stabilization activities have been identified within the Area of Potential Effects to date.

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The following Management Area 3 Standards for cultural resources listed on page III-9 of the Nez Perce National Forest Plan would be met as follows:

Table 3-19 Management Area 3 Compliance – Cultural Resources

Recreation Standard Number	Subject Summary	Compliance Achieved By
1	Limit recreation to day use unless otherwise provided for in special site direction.....	Overnight camping would be restricted in certain areas to protect cultural resources. Yearly monitoring would also be performed along high use motorized routes to determine potential areas requiring day-use only designation
2	Identify National Register [sites] and eligible cultural resources that may be affected by an undertaking.	An appropriate cultural resource inventory has been conducted for all but one of the new routes proposed for formal inclusion into the Forest transportation system. New route #2 would be surveyed during the field season of 2010.
3	Identify, inventory, and determine National Register eligibility for unevaluated sites.....	Evaluation of all historic properties for their National Register eligibility within the new route locations would occur.
3a	Identify the potential location of non-inventoried unevaluated sites and perform an archaeological reconnaissance	An appropriate cultural resource survey has been conducted for all but one of the new routes proposed for formal inclusion into the Forest transportation system. New route #2 would be surveyed during the field season of 2010.
3b	Apply National Register criteria to identified unevaluated sites	Evaluation of all historic properties within the new route locations would occur and protection measures developed for those sites eligible for the National Register of Historic Places. The Idaho State Historic Preservation Office would approve all evaluations and protection measures.
4	Protect National Register or eligible sites from deterioration or destruction	Protection measures would be developed for those sites eligible for the National Register of Historic Places. The Idaho State Historic Preservation Office would approve all protection measures.
4a	Identify eligible or potentially eligible resources subject to deterioration or destruction	An appropriate cultural resource survey has been conducted for all but one of the new routes proposed for formal inclusion into the Forest transportation system. New route #2 would be surveyed during the field season of 2010.
4b	Identify and carry out measures to protect or recover significant values of eligible sites	Protection measures would be developed for those sites eligible for the National Register of Historic Places. The Idaho State Historic Preservation Office would approve all protection measures.
5	Protect and preserve Native American religious cultural rights and practices	Forest Service and Nez Perce Tribe professional staffs, as well as FS line officers and NPT elected officials, meet regularly to ensure Treaty rights, religious cultural rights and practices are protected.
6	Visual Quality Objectives will be performed on a case-by-case basis by the Forest Archaeologist and Landscape Architect	VQOs have not been identified as needed to legally manage historic properties as a result of implementing the travel planning rule.
Range Standard Number	Subject Summary	Compliance Achieved By
1	Protect sites with structural improvements where needed	Range related structural improvements are not being considered under the current decision.

Other Required Disclosures.

There are no new: Irreversible and Irretrievable Commitments, Probable Environmental Effects that Cannot be Avoided, Relationship between Short-term Use and Long-term Productivity, Potential Conflicts with Plans and Policies of Other Jurisdictions, Specifically Required Disclosures to be presented in this SDEIS.

CHAPTER 4 – CONSULTATION AND COORDINATION

List of Prepares of the DRAMVU SDEIS

The following additional individuals participated on the Interdisciplinary Team in preparation of the DRAMVU SDEIS (Table 4-1). See the DRAMVU DEIS, Chapter 4 for the list of other preparers.

Name	Contribution	Education/Background	Years
Heather Berg	Recreation & Trails	BS Forest Resource Science	22
Colleen Fahy	Geographic Information Systems	-	31
Gary Furman	Engineering	BS Civil Engineering	31
Jim Paradiso	Aquatics	BS Natural Resource Management	21

The IDT consulted with the Nez Perce National Forest, Forest Supervisor Rick Brazell and Ralph Rau, Deputy Forest Supervisor.

List of Those Receiving a Copy of the DRAMVU SDEIS

The following individuals, Federal, State, and local agencies, and tribes have been involved during the development of this environmental impact statement and will receive a copy of the SDEIS (Table 4-2).

The SDEIS will be sent to those who commented on the DEIS with the exception to the form letters. Not all names from the form letters are presented here. In addition, approximately 700 people will be notified by e-mail that the SDEIS is posted to the [Nez Perce National Forest website](#) (Full list is in the project file). Copies are also available at local libraries in Grangeville, Kamiah, Riggins, Kooskia, Lewiston, Whitebird, Moscow and Elk City.

Table 4-2. List of Those Receiving a Copy of the DRAMVU SDEIS.

<i>Federal Agencies, Tribes, and Officials</i>	
Advisory Council on Historic Preservation	US Army Engineer - North West Division
Bureau of Land Management - Cottonwood Field Office – Manager - Will Runnoe	US Coast Guard
Department of Energy - Office of NEPA Policy & Compliance	OPA Publications Stockroom
FAA - Northwest Mountain Region	USDA-APHIS PPD/EAD
Federal Highway Administration	National Agricultural Library - Acquisitions and & Serials Branch
USDA-FWS - Clay Fletcher	Office of Environmental Affairs
USDA-FWS - Paul Moroz	Office of Environmental Policy and Compliance - Director
GSA, Office of Planning & Analysis	US DEPT. OF INTERIOR - Mandy Stanford
NOAA FISHERIES - Bob Reis	Environmental Protection Agency, Washington D.C.
NOAA FISHERIES - Dale Brege	EPA - EIS Filing Section
NOAA Office of Policy & Strategic Planning	EPA - EIS Review Coordinator - Seattle
NOAA-NMFS - Northwest Region	US EPA REGION 10 - Christine Reichgott
Northwest Power Planning Council	USDA -FS Northern Regional Office, Missoula, MT- Leslie Weldon
Natural Resource Conservation Service	Bitterroot National Forest
NEZ PERCE TRIBAL EXECUTIVE COMMITTEE - Chairman McCoy Oatman	Payette National Forest, Forest Supervisor – Suzanne Rainville
NEZ PERCE TRIBE - Arron Miles, Sr.	Wallowa-Whitman National Forest, Forest Supervisor - Steve Ellis, Forest Supervisor
NEZ PERCE TRIBE - Brooklyn Baptiste	Nez Perce and Clearwater National Forest, Supervisors Office
NEZ PERCE TRIBE- Dave Johnson	Nez Perce National Forest Offices: Salmon River Ranger District, Red River Ranger District, Clearwater Ranger District , Moose Creek Ranger District
NEZ PERCE TRIBE- Ira Jones	NEZ PERCE TRIBE - Mike Lopez
NEZ PERCE TRIBE - Keith Lawrence	NEZ PERCE TRIBE - Vera Sonneck

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<i>State, County, and Local Agencies and Officials</i>	<i>Key Contact Name</i>
OFFICE OF THE GOVERNOR	BUTCH OTTER
SENATOR MICHAEL CRAPO	PETER SEGNER
SENATOR JIM RISCH	MIKE HANNA
CONGRESSMAN WALT MINNICK	DEAN FERGUSON
IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY	DANIEL STEWART
IDAHO DEPARTMENT OF FISH & GAME	CAL GROEN
IDAHO DEPARTMENT OF FISH & GAME	DAVE CADWALLADER
IDAHO DEPARTMENT OF FISH & GAME	SHARON KIEFER
IDAHO DEPT. OF PARKS & RECREATION	MARTY MANGIS
IDAHO DEPT. OF PARKS & RECREATION	JEFF COOK
IDAHO DEPT OF PARKS & RECREATION	MARC HILDESHEIM
IDAHO COUNTY COURTHOUSE	SKIP BRANDT - COMMISSIONER
IDAHO COUNTY COURTHOUSE	JIM REHDER - COMMISSIONER
IDAHO COUNTY COURTHOUSE	JAMES ROCKWELL - COMMISSIONER
IDAHO COUNTY SHERIFF	DOUG GIDDINGS
MAYOR, CITY OF COTTONWOOD	DENNIS DUMAN
CITY OF STITES	REY MIRELES
CITY OF KOOSKIA	CHARLOTTE SCHILLING
CITY OF GRANGEVILLE	BRUCE WALKER
<i>Businesses and Organizations</i>	<i>Key Contact Name</i>
BACK COUNTRY HORSEMEN	PHIL FOSTER
BACK COUNTRY HUNTERS & ANGLERS	MIKE BEAGLE
BLUE RIBBON COALITION	BRIAN HAWTHORNE
ELK CITY ADVENTURES	RICHARD & JOANIE KAECH
ELK CITY DUST DEVIL'S ATV	MIKE & ARLENE EVETT
ELK CITY HOTEL	MICHAEL & JAMIE EDMONDSON
FLYING B RANCH	JOSEPH PETERSON
FRIENDS OF THE CLEARWATER	GARY MACFARLANE
GRANGEVILLE CHAMBER	MELINDA HALL
GRANT COUNTY CONSERVATION	FRAZIER NICHOL
GREAT OLD BROADS FOR WILDERNESS	VERONICA EGAN
GUYS OUTDOOR EQUIPMENT	BRAD JOHNSON
HECKMAN CATTLE CO.	DONOVAN & PAMELA HECKMAN
HIGH MOUNTAIN TRAIL MACHINE ASSOC.	RANDY FISCHER
ID COUNTY FARM BUREAU	BETTY DEVENY
Idaho Environmental Council	DENNIS BAIRD
IDAHO PATHFINDERS ASSOC.	
LEWIS & CLARK ATV CLUB	JIM MCIVER
MAC'S CYCLE	JESSE COBLEY
ROCKY MOUNTAIN ELK FOUNDATION	BRUCE WYATT
SELWAY RIDGERUNNER O & G	DAVE TAYLOR
THE IZAAK WALTON LEAGUE OF AMERICA	KEVIN PROESCHOLDT
THE LANDS COUNCIL	MIKE PETERSON
THE WILDERNESS SOCIETY	BRAD BROOKS
THE WILDERNESS SOCIETY	CRAIG GEHRKE

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

TREASURE VALLEY TRAIL MACHINE ASSOC	
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Individuals - Listed in Alphabetic Order by Last Name

A		
GEORGE AIRY	DONALD & JANICE ALM	RICHARD ARTLEY
PATRICIA ALFREY	DONALD & DEBRA ALM	RICHARD & PAMELA ASHCRAFT
LARRY ALLEN	DAVID ALM	KEVIN and NANCY ASKER
WILLIAM & LYNDA ALLEN	EFFIE ALM	BERNARD AUSTIN
B		
LAURA BAILEY	DENISE BINGHAM	ROGER & CATHY BROWN
JAYSON BALCH	DEL & BERNA BLACKBURN	ROYCE BRYANT
DANIEL & PATTY BALDWIN	ORION BOBO	JIM & JEANNIE BULLINGTON
LINN BARRETT	JOHN BORES	WILLIAM BUMP
JACOB and ERIKA BARRY	CHARLES BOTHWELL	JOHNM BURKENBINE
BRUCE BATTLES	ANNE BOWLER	RACHEL BURKENBINE
MORGAN BEASLEY	RANDY BOWLIN	RICHARD BURKENBINE
NORMA BEAVER	PATRICK BRADY	BURTON & MARIE BUSK
FRED BEHLER	ROB BRIGGS	GEORGE BUTTERFIELD
LEON BERGGREN	CODY BROCK	
LARRY & SHIRLEY BIGGERS		
C		
BILL CALDWELL	MARVIN CLEVELAND	ELAINE CREA
DARLENE FINE-CANNON	DANIEL COBB	JOHN and SHERRY CROTINGER
NICKIE CANNON	MICHAEL COLLINS	ED & KITTY CRUSON
J. CAPOZELLI	DAVE COOPER	MIKE CURTIS
LARRY CLARK	ROBIN COURTRIGHT	
BOB CLARK	JERRY & MYRNA CRANE	
D		
STEVE DAGLEISH	JACKIE DOYLE	SHELLEY DUMAS
STEVEN & ANDREA DALE	KEVIN DUDEN	MICHAEL & CINDY DUNCAN
LARRY DASENBROCK	MARVIN & HELEN DUGGER	BARBARA DUNCAN
THOMAS DENEGAR		
E		
TROY EBERHARDT	L. JO ELLIS	JUSTIN ERICKSON
DON EBERLE	LOWELL ENNEKING	RICK EVANS
F		
JOANNE FAIRCHILD	GERRI FISCHER	LAWRENCE and JUANITA FOX
JAMES FAWTUZ	DANIEL FISCHER	AMY FOX
LES FISCHER	DONNA FISK	DOUGLAS FRARY
G		
DAVID GALANTUOMINI	JERRY GIFFORD	JOE and BERYL GRANT
DAVE & CLAUDIA GEHRING	DARRELL GLENN	PHIL GREER
JOHN GEIS	RENE GLENN	GREG GRESHAM
MARK GIESE	LESLIE & JUDY GRAHAM	

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

H		
GARY HAAK	FRANK HAUSLADEN	ED HINDS
BOB HAER	BRETT HAVERSTICK	PAT HOLMBERG
GARY HANING	HALLIE HAWKINS	ANTONE G. HOLMQUIST
ROBERT HANING	ROB & ALICE HAWKINS	DAVID HONAN
CAROLYN HANING	COLBY HAWKINSON	DELBERT HOUGER
DAVID HARMON	BILL HAZELTON	JOANN HOUGER
ROBERT & ELLEN HARRISON	LONNIE & KATHLEEN HEFNER	EDWARD HUBBARD
RICHARD HART	BRIAN and MARY ANN HEWSON	JAMES HUNTLEY
I, J, K, L		
LORI & GARY IMEL	IRVIN & BARBARA LANGE	BRIAN LORENTZ
SERENA JACKSON	SUZY LATIMER	FRANKLIN LOUGHRAN
LARRY JARRETT	BRUCE and ALICE LEHNHOFF	JASON & DAWN LOUGHRAN
BOB KLECHA	ROBERT LENZ	RICHARD LUEKER
GARY KONRAD	ROBERT LIEBELT	THOMAS LUKINS
CELESTE KOSANKE	GARY LIKKEL	
M		
JAMES & BECKY MADDEN	VALDON MARSH	JIM MCIVER
RYAN and SANDY MADER	JEREMY MARTIN	TONY MENDES
BOB MAGER	TOM MARTISH	JEREMY MEYERS
CYNTHIA MAGNUSON	SARAH MCCOY	LISA MICHAEL
RICK MALER	JAMES MCCULLOUGH	CARRIE MILLER
TOM MANGOLD	LANCE MCCULLOUGH	JACK MILLER
BOB and MARY MANGOLD	JOSEPH MCDADE	LENNIE and JACK MILLER JR
ROB MANRING	LESTER and SHARON MCGEE	LYLE MULLIKIN
CARRIE MAREK	PATRICK & LUCINDA MCGUIRE	LYNN & VINCE MURRY
RICHARD J. MARLATT	TIMOTHY & CHERYL MCGUIRE	
N, O, P Q		
TODD NEAL	CASEY PATORAY	MILT PERRY
CHRIS NORDEN	ROBERTA PAUL	SCOTT PHILLIPS
JAN O'RORKE	RITA PEACOCK	KEN POLLWORTH
DAVID PADDISON	PAT CARY PEEK	GENE PONTIUS
WAYNE PARADIS	ED & DONNA	ROBERT & MARJORY PONTIUS
KATHY PARSELLS	BRIAN PERRY	GENE PONTIUS
R		
LAEVERN RAFF	KEVIN REUTER	TAMMY ROSANDICK
JOYCE REEVES	GAY RICHARDSON	JOHN ROTTER
LOREN & ORA REEVES	GAILEN and CLAUDIA ROBERTS	

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

S		
JUDY SALISBURY	SHANNON SCHRADER	DAVID SMITH
BILL & LYDIA SALMON	DANNY SCHWARTZ	DUANE SMITH
JOSEPHINE SCHACHER	CHRIS & LOIS SCHWARZHOFF	MICHAEL SMITH
HAROLD & CECILIA SCHACHER	WAYNE SEDAM	HAL SMURTHWAITE
PAT & SHANNON SCHACHER	GARRY SELOSKE	SHAWN SOCKELS
DEBRA SCHLIEPER	DAVID SEYER	MOIRA SOSNOSKI
VANCE & KELLIE SCHMAUS	TRACY SHARP	BILL & KIM SPENCER
RICHARD and CHRISTOPHER SCHMAUS	ROANLD SICKELS	MARTIN STEITZ
JOELLEN SCHMAUS	JENN SIEGEL	DOCK STROOP
ROBERTA SCHOENHOFEN	BONNIE SMITH	BRANDON SWANSTROM
ALAN & BONNIE SCHOENHOFEN	DARRELL SMITH	DR. BLAINE SYMONS
T, U, V		
DANNY TACKETT	MICHAEL TURNER	GORDON & KATHLEEN VANSCOTTER
MIKE TACKETT	AARON TWETE	JAYCEE VESSEY
DEBBIE TAYLOR	RICHARD & MARY UPTMOR	BRIAN, GUY and JERRY VON BARGEN
ANNA TORTI	PAUL & KATHRYN VAN ACKER	
ERIC TOWNSEND		
W, X, Y and Z		
TOMMY WALEN	DAVE & VI WENSTROM	CLINTON WILSON
BRUCE WALKER	ROBERT & CORENE WIGHTMAN	JEREMY & SARAH WIMER
GENE and Leslie WARDEN	ROBERT & CORENE WIGHTMAN	ROBBY & CATHERINE YOUNG
VICKY WASSBERG	JAY WILLIAMS	THOMAS ZIMMERMAN
JAMES WASSMUTH	ARCHIE WILLIS	LEIGH ZIMMERMAN
PATRICK and KATRINA WENSMAN	JACK WILSON	KEN & PAULA ZODROW
DREW WENSTROM		

APPENDIX A - SUPPLEMENTAL DEIS MAPS

List of Supplemental Draft EIS Maps.

The following maps present the spatial representation of the supplemental EIS proposals. Numbers increase from the DEIS map numbers.

Table A-1. Summary of SDEIS Maps.

Map Number	Map Description	Format Available
Map 6	No Dispersed Camping Roads 420, 420C, 672, 672E	Pdf file, On website
Map 7	No Dispersed Camping Road 243, 243G, 243G1, 479, 1856, 1870	Pdf file, On website
Map 8	No Dispersed Camping Roads 394, 643	Pdf file, On website
Map 9	Reduced Dispersed Camping Road 444	Pdf file, On website
Map 10	No Dispersed Camping Road 468	Pdf file, On website
Map 11	Proposed Road Designations in Wall Creek Watershed Roads 1106B, 337A, 9472, 9472A	Pdf file, On website
Map 12	Proposed Road Designations in Earthquake Elk Habitat Area	Pdf file, On website
Map 13 (Front)	SDEIS Proposed Road and Trail Designations	Large Map, Pdf file, On website
Map 13 (Back)	Elk Habitat Evaluation Areas Moose Winter Range Elk and Deer Winter Range	Large Map, Pdf file, On website
Map 14	Elk Habitat Evaluation Areas Elk and Deer Winter Range	Pdf file, On website
Map 15	Moose Winter Range	Pdf file, On website

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APPENDIX B – SDEIS ROAD AND TRAIL PROPOSALS




Proposed Motorized Designations for Roads and Trails

This appendix includes three tables of information to describe the proposed motorized route designations. Only the miles of routes proposed in the SDEIS are presented. This information supplements the DEIS tables.




- ◆ Table B-1. Definitions of Access Designations – MVUM Codes, INFRA Codes, Season and Vehicle Use Allowed (2 pages).
- ◆ Table B-2. SDEIS Proposed Trail Designations – Comparison Table (1 page).
- ◆ Table B-3. SDEIS Proposed Road Designations – Comparison Table (10 pages).

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

Table B-1. Definitions of Access Designations - VEHICLE TYPE and PERIOD of USE ALLOWED.

MVUM CODE	INFRA CODE	ROUTE TYPE		OHV > 50" ATM 1.1.1	OHV <= 50" ATM 1.1.2		
Closed or Non-Motorized							
0	Y1	ROAD	X	X	X	X	X
0	Y2 or Y2-B*	ROAD	X	X	X	X	X
0	Y3	ROAD	X	X	X	X	X
0	Y5*	ROAD	X	X	X	X	X
0	B	ROAD	X	X	X	X	X
0		TRAIL	X	X	X	X	X
ROADS - Open for Motorized Use							
1	OPEN	ROAD	Open	Open	Open	Open	Open
1	O-2	ROAD	Open	Open	Open	Open	Open
12	O-1	ROAD	Open	X	X	X	X
2	W2-C	ROAD	4/2 to 11/30	4/2 to 11/30	4/2 to 11/30	4/2 to 11/30	4/2 to 11/30
2	W3-B	ROAD	4/2 to 11/30	4/2 to 11/30	4/2 to 11/30	4/2 to 11/30	4/2 to 11/30
12	W4-A*	ROAD	4/2 to 11/30	4/2 to 11/30	Open	Open	Open
12	W4-A1*	ROAD	4/2 to 11/30	4/2 to 11/30	Open	Open	4/2 to 11/30
12	W3-C	ROAD	4/2 to 11/30	4/2 to 11/30	Open	Open	4/2 to 11/30
2	W2-B	ROAD	5/16 to 11/30	5/16 to 11/30	5/16 to 11/30	5/16 to 11/30	5/16 to 11/30
2	W2	ROAD	6/16 to 11/30	6/16 to 11/30	6/16 to 11/30	6/16 to 11/30	6/16 to 11/30
2	W3	ROAD	6/16 to 11/30	6/16 to 11/30	6/16 to 11/30	6/16 to 11/30	6/16 to 11/30
12	W4	ROAD	6/16 to 11/30	6/16 to 11/30	Open	Open	Open
2	W4-B	ROAD	6/16 to 11/4	6/16 to 11/4	Open	Open	Open
2	C2*	ROAD	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14
2	C2-A	ROAD	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14
2	C3	ROAD	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14
12	C4	ROAD	6/16 to 9/14	6/16 to 9/14	Open	Open	Open
2	C3-C	SNOW - ROAD	6/16 to 9/14	6/16 to 9/14		6/16 to 9/14	6/16 to 9/14
2	C3-B	ROAD	7/16 to 9/14	7/16 to 9/14	7/16 to 9/14	7/16 to 9/14	7/16 to 9/14
2	S-1	ROAD	9/7 to 6/19	9/7 to 6/19	9/7 to 6/19	9/7 to 6/19	9/7 to 6/19
12	H4	ROAD	12/2 to 9/14	12/2 to 9/14	Open	Open	Open
2	H2	ROAD	12/2 to 9/14	12/2 to 9/14	12/2 thru 9/14	12/2 thru 9/14	12/2 thru 9/14
Open - Indicates Open Yearlong - No restriction. X - Indicates Closed Yearlong. Date indicates period of use allowed.							

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

MVUM CODE	INFRA CODE	ROUTE TYPE		OHV > 50" ATM 1.1.1	OHV <= 50" ATM 1.1.2		
TRAILS - Open for Motorized Use							
5	OPEN	TRAIL	Open	Open	Open	Open	Open
ATV and Motorcycle							
7		TRAIL	X	X	X	Open	Open
8	Y7*	TRAIL	X	X	x	Open	Open
8		TRAIL	X	X	X	4/2 to 11/30	4/2 to 11/30
8		TRAIL	X	X	X	6/16 to 11/30	6/16 to 11/30
8		TRAIL	X	X	X	6/16 to 9/14	6/16 to 9/14
8		TRAIL	X	X	X	7/16 to 9/14	7/16 to 9/14
18	Y4	TROAD	X	X	Open	Open	Open
22	Y8*	TROAD	X	X	4/2 to 11/30	4/2 to 11/30	4/2 to 11/30
22	Y10*	TROAD	X	X	X	5/16 to 11/30	5/16 to 11/30
22	Y9*	TROAD	X	X	X	6/16 to 11/30	6/16 to 11/30
22	Y6*	TROAD	X	X	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14
22	Y6-B*	TROAD	X	X	6/16 to 9/14	6/16 to 9/14	6/16 to 9/14
Motorcycle only							
9		TRAIL	X	X	X	X	Open
10		TRAIL	X	X	X	X	4/2 to 11/30
10		TRAIL	X	X	X	X	6/16 to 11/4
10		TRAIL	X	X	X	X	6/16 to 11/30
10		TRAIL	X	X	X	X	6/16 to 9/14
10		TRAIL	X	X	X	X	7/16 to 9/14
ATV only							
12		TRAIL	X	X	X	6/16 to 9/14	X
12		TRAIL	X	X	X	Open	X
Open - Indicates Open Yearlong - No restriction. X - Indicates Closed Yearlong. Date indicates period of use allowed.							

* New INFRA codes

TROAD = Road managed for use by trail vehicles.

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

Table B-2. Nez Perce National Forest – SDEIS Proposed Trail Designation

Trail Number	Begin	End	GIS miles	Alternative 1		SDEIS Proposal		
				MVUM Map Symbol	Dates Open	MVUM Map Symbol	Dates Open	Reason
121	0.0	0.5	0.5	7	01/01-12/31	8	06/16-11/30	E
121	0.5	1.2	0.8	0	0	8	06/16-09/14	E
121	1.2	4.5	3.7	7	01/01-12/31	8	06/16-09/14	E
123	0.0	2.3	2.0	7	01/01-12/31	8	06/16-11/30	E
137	0.0	2.5	2.1	7	01/01-12/31	8	06/16-11/30	E
163	0.0	1.2	1.2	7	01/01-12/31	10	06/16-09/14	E
163	2.2	7.5	5.3	7	01/01-12/31	10	06/16-11/30	E
313	0.0	2.5	2.2	7	01/01-12/31	8	06/16-11/30	E
325	0.0	0.7	0.8	7	01/01-12/31	8	06/16-11/30	E
325	0.7	2.0	1.6	7	01/01-12/31	0	0	E
340	0.0	1.9	1.9	7	01/01-12/31	0	0	E
340	1.9	5.7	3.7	7	01/01-12/31	8	06/16-11/30	E
385	0.0	1.9	1.8	7	01/01-12/31	8	06/16-11/30	E
385	1.9	3.7	1.7	7	01/01-12/31	8	06/16-11/30	E
422	0.0	5.8	5.0	7	01/01-12/31	8	06/16-11/30	M
425	6.1	8.5	2.0	5	01/01-12/31	8	06/16-11/30	M
426	0.0	1.5	1.5	5	01/01-12/31	8	06/16-11/30	M
426	1.5	2.5	1.0	7	01/01-12/31	8	06/16-11/30	M
426	2.5	2.8	0.3	7	01/01-12/31	10	06/16-11/30	M
428	0.0	1.0	1.1	7	01/01-12/31	8	06/16-11/30	M
534	0.0	6.5	6.1	7	01/01-12/31	0	0	O
716	0.0	3.0	2.8	7	01/01-12/31	10	06/16-11/30	E
717	0.0	3.0	3.4	7	01/01-12/31	10	06/16-09/14	M
808	0.0	3.0	4.0	7	01/01-12/31	0	0	O
810	0.0	1.0	0.7	7	01/01-12/31	8	06/16-11/30	M
828	0.0	4.3	4.3	7	01/01-12/31	8	06/16-09/14	M
847	0.0	4.0	4.4	7	01/01-12/31	8	06/16-09/14	M

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

Table B-1 Nez Perce National Forest – SDEIS Proposed Road Designations

ROAD NAME	Road Number	Begin	End	GIS Miles	Alternative 1			SDEIS Proposals			
					MVUM Symbol	DATES	INFRA CODE	MVUM Symbol	DATES	INFRA CODE	Reason
(FDR) CAYUSE CONNECTION	1103	0.0	6.3	6.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) LOST HUNTER	1103A	0.0	0.6	0.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) WANDERING HUNTER	1103B	0.0	1.3	1.4	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) SEARS CREEK	1106	15.1	19.4	4.4	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR/HIR) YEW CREEK	1107	0.0	0.8	0.7	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) UMATILLA CREEK	1111	0.0	0.3	0.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) LOOKOUT BUTTE RIDGE	1124	0.0	2.8	2.8	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) MOOSE BUTTE CR	1150	0.0	5.3	4.7	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) MOOSE BUTTE CR	1150	5.3	6.0	2.5	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) MOOSE BUTTE CR	1150	6.0	8.4	1.9	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) MOOSE BUTTE CR	1150	8.4	10.6	1.7	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) RYAN CREEK	1151	0.0	2.2	3.0	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) BUTTER CREEK	1166	0.0	0.8	0.8	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) BUTTER CREEK	1166	0.8	4.6	3.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SHISSLER CR	1170	0.0	3.7	3.8	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SIEGEL DIVIDE	1182	2.3	2.4	3.5	2	04/02-11/30	W3-B	2	06/16-11/30	W-3	M
(PO/FDR) AMERICAN EAGLE MINE	1182A	0.0	3.2	3.1	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR)	1182A1	0.0	0.2	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) NUGGET ROAD	1199A	0.0	1.6	1.6	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) MOTHER LODE RIDGE	1807A	0.0	0.4	0.6	1	01/01-12/31	OPEN	0	0	Y-3	E
(FDR) INDIAN TRAIL	1808	0.0	8.1	5.2	1	01/01-12/31	OPEN	22	06/16-11/30	W3	M
(FDR) INDIAN TRAIL	1808	8.1	10.4	2.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	O
(FDR) GRUBING BEAR	1808B	0.0	1.4	1.4	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	O
(FDR) RUSTY SHOVEL	1808B2	0.0	0.3	0.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	O
(FDR) RUSTY PICK	1808D	0.0	0.8	0.7	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) RUSTY PICK	1808D	0.0	0.8	0.7	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M

Nez Perce National Forest
Designated Routes and Areas for Motorized Vehicle Use

ROAD NAME	Road Number	Begin	End	GIS Miles	Alternative 1			SDEIS Proposals			
					MVUM Symbol	DATES	INFRA CODE	MVUM Symbol	DATES	INFRA CODE	Reason
(FDR) STAMPER'S FOLLY	1808E	0.0	1.2	1.1	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) STAMPER'S FOLLY	1808E	0.0	1.2	1.1	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) INDIAN JOHN	1808F	0.0	0.2	0.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) FLATIRON RIDGE	1809	0.0	3.1	3.1	1	01/01-12/31	OPEN	22	06/16-09/14	Y-6	M
(FDR) FLATIRON RIDGE	1809	3.1	6.8	4.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) QUEEN CREEK	1809B	0.0	1.9	1.7	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) QUEEN OF HEARTS	1809B1	0.0	0.8	0.5	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) STEAMIRON	1809C	0.0	0.8	0.7	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) QUEEN CREEK	1809F	0.0	0.7	0.8	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) KIRKS FORK	1810	0.0	6.4	6.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) UPPER FLAT IRON	1810A	0.0	1.9	1.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) TABLE RIDGE SPUR	1820A	0.0	1.7	1.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) RADCLIFF RIDGE	1826	0.0	11.5	11.1	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) BEAVER HUT	1826A	0.0	1.5	1.5	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SLEW FOOT SUE	1826B	1.5	1.7	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) DANCING CAREY	1826C	1.8	2.0	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) LAUGHING MARY	1826D	0.0	1.8	1.8	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SINGING ALICE	1826D1	0.0	1.0	0.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) WALTZING MATILDA	1826E	0.0	1.0	1.1	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) HORN TOAD	1826F	0.0	0.8	0.8	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) THREE FINGER SALLY	1826G	0.0	1.4	1.4	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) NO THUMB SAL	1826G1	0.0	0.2	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) BEAVER CR	1831	0.0	2.6	3.1	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) BEAVER CR	1831	2.6	4.5	2.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SILVER NUGGET	1831A	0.0	1.4	1.5	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) NUGGET RIDGE	1831C	0.0	1.4	1.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) GOLD NUGGET	1831D	0.0	0.5	0.6	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR/HIR) DONKEY CREEK	1832	0.0	4.2	4.5	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) RED RIDER	1832A	0.0	2.7	2.6	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M

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					MVUM Symbol	DATES	INFRA CODE	MVUM Symbol	DATES	INFRA CODE	Reason
(FDR) LITTLE BEAVER	1832B	0.0	0.6	0.6	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) TWISTED TAIL	1832C	0.0	0.5	0.5	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) UPPER COUGAR ROAD	1847	0.0	4.8	4.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) UPPER STORM CR	1851	0.0	4.4	4.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(HIR) RAIN STORM	1851A	0.0	0.1	0.0	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(HIR) STORM CREEK PIT	1851C	0.0	0.1	0.1	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) BIG BURN	1852	0.0	9.0	8.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) DOE CR	1857	0.0	4.3	4.2	12	06/16-09/14	C-4	2	06/16-09/14	C-3	M
(FDR) WALKING DOE	1857A	0.0	0.8	0.8	12	06/16-09/14	C-4	2	06/16-09/14	C-3	M
(FDR) SING LEE CAMP	1858A	0.0	0.3	0.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) BALD DON	1858D	0.0	2.1	1.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) BALD DON	1858D	0.0	2.1	1.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) HAY BALE	1858H	0.0	0.5	0.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) HAY BALE	1858H	0.0	0.5	0.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) RED HORSE MINE SPUR	1858I	0.0	0.4	0.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) BLUE RIDGE	1875	0.0	1.0	1.0	1	01/01-12/31	OPEN	2	06/16-09/14	C2-A	E
(FDR) BLUE RIDGE	1875	1.0	4.9	2.8	2	12/02-09/14	H-2	2	06/16-09/14	C2-A	E
(FDR) HORN	1894	0.0	2.6	2.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) BEARTRAP RIDGE	2021A	0.0	1.4	1.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) BEAR DUMP	2021A2	0.0	1.0	1.0	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR/HIR) LOWER BULLY CR	2022	0.0	3.1	3.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) UPPER BULLY CR	2023	0.0	5.0	5.4	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) LICK CREEK	2024	0.0	1.1	1.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(C) SKOOKUMCHUCK	2025	14.2	19.6	5.4	12	04/02-11/30	W3-C	2	06/16-11/30	W-3	E
(FDR) SALT LICK	2025I	0.0	0.4	0.3	1	01/01-12/31	OPEN	0	0	Y-2	E
(FDR) UPPER SKOOKUMCHUCK	2028	0.0	10.3	10.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) GRAVE CREEK	2052	0.0	5.7	5.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) LOWER GRAVE CREEK	2052A	0.0	1.3	1.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) INDIAN CREEK	2056	2.8	6.2	3.3	2	06/16-11/30	W-2	0	0	Y-2	O

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(C/FDR) GRANGEVILLE SALMON	221	23.5	36.5	12.8	12	04/02-11/30	W3-C	2	04/02-11/30	W3-B	O
(C/FDR) GRANGEVILLE SALMON	221	36.5	51.3	14.5	12	04/02-11/30	W3-C	2	04/02-11/30	W3-B	E
(C/FDR) GRANGEVILLE SALMON	221	51.3	66.1	14.5	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	E
(PO) CARLSON JEEP ROAD	221G	0.0	1.7	1.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) MACKAY BAR CAMPGROUND	222K	0.0	0.5	0.4	2	04/02-11/30	W3-B	2	04/02-11/30	W3-B	E
(FDR) MACKAY BAR CAMPGROUND	222K	0.5	1.6	1.0	2	09/08-06/19	S-1	2	09/07-6/19	S-1	E
(C) FREE USE	243	7.3	15.6	8.2	12	04/02-11/30	W3-C	2	06/16-11/30	W-3	E
(C) FREE USE	243	15.6	16.9	1.2	12	04/02-11/30	W3-C	2	06/16-11/30	W-3	E
(FDR) NORTH MDW CR	244C	0.0	1.2	1.2	18	01/01-12/31	Y-4	22	06/16-11/30	Y-9*	M
(FDR) RUNNING FAWN	279C	0.0	1.3	1.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) ERICSON RIDGE	283	1.1	8.4	7.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) TABLE MEADOWS CAMPGROUND	283B	0.0	0.4	0.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) CORRAL HILL	284A	0.0	0.6	0.6	12	06/16-09/14	C-4	2	06/16-11/30	C-3	M
(FDR) ELK MOUNTAIN	285	0.0	17.7	17.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	O
(FDR) GREEN MTN	285A	0.0	0.6	0.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	O
(FDR) GRANITE POINT	285B	0.0	0.1	0.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-B	O
(FDR) INDIAN HILL	290	0.2	12.9	11.9	12	06/16-11/04	W4-B	2	06/16-11/30	W-3	E
(FDR) SLIMS CAMP	290F	0.0	0.1	0.1	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	E
(FDR) HUNGRY RIDGE SPUR A	309A	0.0	0.8	0.8	0	0	Y-2	22	06/16-09/14	Y-6	O
(PO) HUNGRY RIDGE SPUR	309B	1.3	1.6	0.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(PO) HUNGRY RIDGE SPUR	309B	2.0	2.9	0.9	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) COOLWATER RIDGE	317	0.0	15.0	15.3	12	06/16-11/04	W4-B	2	06/16-11/30	W-3	E
(FDR) IDAHO POINT	317A	0.0	1.6	1.8	12	06/16-11/30	W-4	2	06/16-11/30	W-3	E
(FDR) COOLWATER L O	317B	0.0	0.3	0.4	12	06/16-11/30	W-4	2	06/16-11/30	W-3	E
(FDR) REMOUNT	317C	0.0	0.3	0.4	12	06/16-11/30	W-4	2	06/16-11/30	W-3	E
(FDR) FOG MOUNTAIN	319	0.0	12.1	11.5	12	06/16-11/04	W4-B	2	06/16-11/30	W-3	E
(FDR) FOG SADDLE	319A	0.0	0.2	0.2	12	06/16-11/30	W-4	2	06/16-11/30	W-3	E

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(FDR) GREEN CR POINT	337	2.6	4.5	2.0	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) WALL POINT	337A	0.0	1.0	1.0	18	01/01-12/31	Y-4	0	0	Y-3	O
(C) RACE CREEK	410	3.0	8.6	5.2	18	01/01-12/31	Y-4	22	06/16-9/14	Y-6	E
(FDR) ALBERTA MINE	423A	0.0	0.7	1.0	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(C) AMERICAN RIVER - SELWAY	443	6.1	17.5	11.2	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	E
(C) AMERICAN RIVER - SELWAY	443	17.5	22.8	5.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(C) AMERICAN RIVER - SELWAY	443	22.8	23.2	0.4	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(C) AMERICAN RIVER - SELWAY	443	23.2	29.8	6.5	12	06/16-11/30	W-4	2	06/16-11/30	W-3	E
(FDR) GOSPEL ROAD	444	0.0	14.1	13.6	1	01/01-12/31	OPEN	2	04/02-11/30	W-3B	E
(FDR) SAWYER RIDGE	444A	0.0	3.3	3.3	1	01/01-12/31	OPEN	2	04/02-11/30	W-3B	E
(FDR) WILSON COW CAMP	444B	0.0	0.1	0.1	1	01/01-12/31	OPEN	2	04/02-11/30	W-3B	E
(FDR) SLATE LAKE CAMP	444C	0.0	2.4	1.8	1	01/01-12/31	OPEN	2	04/02-11/30	W-3B	E
(FDR) MOORES CAMPGROUND	444D	0.0	0.2	0.2	1	01/01-12/31	OPEN	2	04/02-11/30	W-3B	E
(FDR) BENTZ COW CAMP	444E	0.0	0.1	0.1	1	01/01-12/31	OPEN	2	04/02-11/30	W-3B	E
(FDR) EARTHQUAKE BASIN	451A	0.0	6.5	5.5	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR) BLACKTAIL BUTTE	451B	0.0	1.1	1.0	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR) DOG LEG DON	451D	0.0	0.8	0.8	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR) BARE KNUCKELS FRED	451F	0.0	0.6	0.6	2	05/16-11/30	W2-B	2	05/16-11/30	W2-B	EE
(FDR)	451F1	0.0	0.2	0.2	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR) HORSE FACE HENRY	451H	0.0	0.7	0.7	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR) COVERT CREEK	451I	0.0	1.5	1.4	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR) IRON MOUNTAIN	464G	0.0	3.6	3.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) IRON CRYSTAL	464G1	0.0	0.6	0.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) CASTLE CR W C	465	0.0	0.5	0.4	2	05/16-11/30	W2-B	2	06/16-11/30	W-3	E
(FDR) CASTLE RUINS	465A	0.0	0.4	0.4	2	05/16-11/30	W2-B	2	06/16-11/30	W-3	E
(FDR) NEZPERCE TRAIL	468	17.3	34.4	17.1	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	O
(FDR) BURNT KNOB SPUR	468C	0.0	1.5	1.6	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	O
(FDR) POET CREEK CAMPGROUND	468E	0.0	0.2	0.0	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	O

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(FDR) GRANITE ROCK	468F	0.0	0.1	0.0	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	O
(FDR) BLEEDING ELK	471B	0.0	0.8	0.8	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) WANDERING ELK	471C	0.0	0.7	0.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) ELK BUGLE	471E	0.0	1.0	1.0	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) NIPPLE MOUNTAIN	478	0.0	1.9	1.9	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) SUMMIT FLATS	478B	0.0	2.3	2.4	18	01/01-12/31	Y-4	22	06/16-09/14	W-3	M
(FDR) LOWER TONY SPRING	487B	0.0	0.7	0.7	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) NOT SO LUCKY	522H1	0.0	0.6	0.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) LUCKY STRIKE MINE	522I	0.0	1.1	1.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) SEABURG	643C	0.0	2.2	2.3	2	04/02-11/30	W3-B	2	06/16-09/14	C-3	E
(FDR) LITTLE ELK CR	646	0.0	2.4	2.3	1	01/01-12/31	OPEN	2	06/16-09/14	C-3	M
(FDR) LITTLE ELK CR	646	2.4	6.8	4.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) LITTLE ELK SPUR	646A	0.0	0.8	0.7	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SPOTTED DOG	646B	0.0	0.4	0.4	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR)	646C	0.0	1.0	1.0	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SILVER-LEGGETT	649	0.0	9.4	8.9	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) FALL CR PT	649A	0.0	2.4	2.8	1	01/01-12/31	OPEN	0	0	Y-3	O
(FDR/HIR) SOUTH SIDE	652	0.0	0.4	0.4	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR)	76049	0.0	2.6	2.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR)	76656	0.0	0.8	0.7	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76656A	0.0	0.2	0.3	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76657	0.0	0.1	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76658	0.0	0.2	0.2	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76658A	0.0	0.3	0.3	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76658B	0.0	0.1	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76742	0.0	1.0	1.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76742A	0.0	0.8	0.8	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76742A1	0.0	0.3	0.3	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76742A2	0.0	1.0	1.0	2	05/16-11/30	W2-B	0	0	Y2-B	EE

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(FDR)	76742B	0.0	0.2	0.2	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743	0.0	1.5	1.5	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR)	76743A	0.0	2.1	2.1	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR)	76743A1	0.0	0.8	1.0	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743A2	0.0	0.2	0.2	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743A3	0.0	0.2	0.2	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743B	0.0	1.4	1.4	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743B1	0.0	1.3	1.3	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743C	0.0	1.1	1.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743D	0.0	0.3	0.3	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76743E	0.0	0.1	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76744	0.0	0.6	0.6	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76779	0.0	0.9	0.9	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR)	76779A	0.0	0.5	0.4	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76779B	0.0	0.5	0.4	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76780	0.0	0.3	0.3	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR)	76780	0.3	0.5	0.3	2	05/16-11/30	W2-B	0	0	Y-2	EE
(FDR)	76780A	0.0	0.4	0.4	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76780B	0.0	0.2	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76781	0.0	0.1	0.1	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR)	76781	0.1	0.7	0.6	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76782	0.0	0.8	0.7	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76782A	0.0	0.2	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76783	0.0	0.8	0.6	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76783A	0.0	0.1	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76783B	0.0	0.1	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76784	0.0	0.3	0.2	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76788	0.0	0.6	0.5	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76788A	0.0	0.1	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE

Nez Perce National Forest
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ROAD NAME	Road Number	Begin	End	GIS Miles	Alternative 1			SDEIS Proposals			
					MVUM Symbol	DATES	INFRA CODE	MVUM Symbol	DATES	INFRA CODE	Reason
(FDR)	76789	0.0	0.1	0.1	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76802	0.0	1.7	1.7	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76802A	0.0	0.7	0.7	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76803	0.0	0.7	0.6	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76804	0.0	0.6	0.5	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76805	0.0	0.6	0.6	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76805A	0.0	0.6	0.6	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76807	0.0	0.5	0.4	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76808	0.0	1.2	1.2	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR)	76808A	0.0	0.1	0.0	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76809	0.0	0.8	0.8	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76809A	0.0	0.2	0.2	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76810	0.0	0.7	0.7	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76864	0.0	0.7	0.7	2	05/16-11/30	W2-B	0	0	Y2-B	EE
(FDR)	76886	0.0	0.2	0.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR)	78347	0.0	0.4	0.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR)	78350	0.0	0.2	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR)	78350	0.0	0.2	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(PO)	78528	0.0	0.6	0.6	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) HEPNER II	9326	0.0	0.3	0.2	1	01/01-12/31	OPEN	2	04/02-11/30	W3-B	E
(PO) WALKER ROAD	9337	11.8	14.3	2.5	0	0	OF_PVT	1	01/01-12/31	OPEN	O
(FDR) ADAMS PIT	9350	0.0	0.1	0.2	1	01/01-12/31	OPEN	2	04/02-11/30	W3B	E
(FDR/HIR) DEER POINT	9427	0.0	0.3	0.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) RALPH SMITH CREEK	9435	1.3	3.4	2.2	12	06/16-11/30	W-4	2	06/16-11/30	W-3	M
(FDR) SOUTH ALDER	9436	0.0	1.5	1.5	12	06/16-09/14	C-4	2	06/16-11/30	C-3	M
(FDR) ALDER EAST	9437	0.0	0.3	0.4	12	06/16-09/14	C-4	2	06/16-11/30	C-3	M
(FDR) ALDER SADDLE	9438	0.0	2.2	2.2	12	06/16-09/14	C-4	2	06/16-11/30	C-3	M
(FDR) EARTHQUAKE RIDGE	9466	0.0	2.6	2.6	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE
(FDR) EARTHQUAKE BLUFFS	9466A	0.0	0.6	0.5	2	05/16-11/30	W2-B	22	05/16-11/30	Y-10*	EE

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ROAD NAME	Road Number	Begin	End	GIS Miles	Alternative 1			SDEIS Proposals			
					MVUM Symbol	DATES	INFRA CODE	MVUM Symbol	DATES	INFRA CODE	Reason
(FDR) BIG BURN POINT	9474	0.0	4.2	4.2	18	01/01-12/31	Y-4	0	01/01-12/31	Y-2	O
(FDR) LOST ROAD	9481	0.0	0.5	0.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) DITCH CREEK NO. TWO	9523	0.0	1.2	1.1	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) DITCH CR SPUR C	9523C	0.0	1.5	1.0	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) MOOSE BUTTE	9531	0.0	2.9	2.6	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) MOOSE BUTTE SPUR	9531A	0.0	1.8	1.6	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) LITTLE MOOSE SOUTH	9532	0.0	1.6	1.5	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) LUGGAGE PORTER	9532A	0.0	0.8	1.1	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) RYAN CREEK SPUR	9533	0.0	2.3	2.6	2	04/02-11/30	W2-C	2	06/16-11/30	W-3	M
(FDR) UPPER SCHOONER	9558	0.0	2.9	2.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) SCHOONER RIDGE	9559	0.0	3.0	3.1	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	E
(FDR) PETERSON POINT	9701	0.0	0.6	0.6	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) GRAVEL SPUR	9706	0.0	2.8	2.9	12	06/16-09/14	C-4	2	06/16-09/14	C-3	E
(FDR) BEAVER SPUR	9800	0.0	0.7	0.9	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(HIR) MULE RIDGE	9814	0.0	4.5	4.5	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) WHITE DONKEY	9814A	0.0	0.2	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) BLACK DONKEY	9814B	0.0	0.3	0.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SHORT DONKEY	9814C	0.0	0.3	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) TALL DONKEY	9814D	0.0	0.3	0.3	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) DUTCH WHISKEY	9815	0.0	1.4	1.4	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) WHISKEY CR	9815A	0.0	1.4	1.5	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) CLEAN OVEN	9815C	0.0	0.9	0.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) WHISKEY BOTTLE	9815D	0.0	1.0	0.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) DIRTY OVEN	9815E	0.0	1.0	1.1	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) FRENCH GULCH	9822	0.0	14.2	15.3	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) LONE PINE	9825A	0.0	0.6	0.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) LONE PINE	9825A	0.0	0.6	0.5	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) LONE PINE	9825A	0.6	2.5	1.6	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M

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ROAD NAME	Road Number	Begin	End	GIS Miles	Alternative 1			SDEIS Proposals			
					MVUM Symbol	DATES	INFRA CODE	MVUM Symbol	DATES	INFRA CODE	Reason
(FDR) BLACK OVEN	9852A	0.0	0.8	0.7	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) MOOSE RIDGE TOP	9852B	0.0	0.3	0.2	1	01/01-12/31	OPEN	2	06/16-11/30	W-3	M
(FDR) DONKEY TAIL	9862	0.0	0.9	0.7	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) LONG TAIL	9862A	0.0	1.1	0.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) SHORT TAIL	9862A1	0.0	0.2	0.2	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	M
(FDR) BROKEN HAND BROWN	9866	0.0	1.6	1.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) BROKEN HAND BROWN	9866	0.0	1.6	1.9	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) JOE REED	9866A	0.0	1.0	1.0	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) JOE REED	9866A	0.0	1.0	1.0	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) LUCKY REED	9866A1	0.0	0.8	1.0	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) LUCKY REED	9866A1	0.0	0.8	1.0	18	01/01-12/31	Y-4	22	06/16-09/14	Y-6	E
(FDR) KNOTTY PINE	9915	0.0	0.7	0.7	2	04/02-11/30	W3-B	2	06/16-09/14	C-3	E

**APPENDIX C – PAST, ONGOING, AND REASONABLY
FORESEEABLE ACTIONS**

Ongoing Actions - Forest Service and Others

Action	Activity Date	Location District Watershed	Description
Over the Snow Motorized Use (Snowmobile Use)	Ongoing	Forest-wide	The forest currently allows over the snow travel across the forest, unless specifically prohibited by Forest Orders. The forest manages approximately 470 miles of groomed snowmobile trails, in cooperation with Idaho Department of Parks and Recreation. Designation of roads, trails or areas for over-the-snow use is not a part of the DRAMVU project purpose and need.

Reasonably Foreseeable Actions – Forest Service/Others

Action	Activity Date	Location District Watershed	Description
Upper Lochsa Land Exchange	2011	Salmon River and Red River Ranger Districts Around Elk City Township and Rapid River	The Forest Service has recently entered into an agreement to initiate a land exchange with Western Pacific Timber (WPT), LLC. The NFS lands are located on the Clearwater, Nez Perce and Idaho Panhandle National Forests. The lands included in this proposed exchange are located within Benewah, Clearwater, Latah, Shoshone, Bonner, Kootenai and Idaho Counties. With this decision, public right-of-way on existing road and trails would be considered. The decision may change public access on roads and trail adjacent to the Elk City township and the Nez Perce that are part of the land exchange.

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APPENDIX D – PROPOSED FOREST PLAN AMENDMENTS

Amendment Description & DRAFT Finding of Non-Significant Amendment

The Responsible Official has evaluated the following analysis and preliminarily concluded that the proposed amendment described in detail below does not constitute a significant amendment to the Nez Perce National Forest Plan (USDA-FS 1987).

The following is provided to disclose the proposed amendment text and effects analysis of the proposed forest plan amendment. This proposed amendment is a project-specific amendment (DRAMVU).

One amendment would remove the Management Area 16 – Elk and deer winter range, Access Standard #1 for the DRAMVU Project, on specific roads. This would allow some local roads to remain open in winter, depending on the alternative.

One amendment would remove the Management Area 22 – Wall Creek Watershed, Recreation Standard #5 for the DRAMVU project, on specific roads. This would allow some local roads to remain open for use, depending on alternative.

Following the decision to amend the Forest Plan the following actions would be completed:

- ◆ Provide a letter to the file stating that Management Area 16, Access Standard # 1, was not intended to apply to all local roads in elk and deer winter range. With any action alternative the following local roads in winter range would continue to be open for public motorized use, as per a letter to the file. A list of these roads would be included with the letter and is in the DRAMVU project file (Table D-1). There was no intent in the Forest Plan to close these local roads in winter range that access locations such as: administrative sites, campgrounds, bridges, boat launches, developed recreation sites, or dumpsters. Therefore no amendment is needed for continued current public access on these roads. Approximately 39 roads (~ 7 miles) would be included and are primarily short roads adjacent to main roads or river corridor.

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Table D-1. Local roads in winter range that would remain open for use, yearlong.

Road Number	DISTRICT	SYMBOL	DATES	Approximate Miles
1100	Clearwater	1	01/01-12/31	0.22
1108	Clearwater	1	01/01-12/31	0.06
1400	Clearwater	1	01/01-12/31	0.14
1401	Clearwater	1	01/01-12/31	0.12
1403	Clearwater	1	01/01-12/31	0.10
1404	Clearwater	1	01/01-12/31	0.04
1614	Salmon River	Bridge	01/01-12/31	0.02
1614A	Salmon River	1	01/01-12/31	0.20
1614C	Salmon River	1	01/01-12/31	0.40
2005	Red River	1	01/01-12/31	0.28
2110	Salmon River	1	01/01-12/31	0.90
2113	Clearwater	1	01/01-12/31	0.07
223A	Moose Creek	1	01/01-12/31	0.53
223D	Moose Creek	1	01/01-12/31	0.35
223E	Moose Creek	1	01/01-12/31	0.20
223E1	Moose Creek	1	01/01-12/31	0.02
223F	Moose Creek	1	01/01-12/31	0.10
223G	Moose Creek	1	01/01-12/31	0.13
223H	Moose Creek	1	01/01-12/31	0.14
223I	Moose Creek	1	01/01-12/31	0.05
223I1	Moose Creek	1	01/01-12/31	0.03
223J	Moose Creek	1	01/01-12/31	0.04
223K	Moose Creek	1	01/01-12/31	0.04
223L	Moose Creek	1	01/01-12/31	0.05
223M	Moose Creek	1	01/01-12/31	0.10
223M1	Moose Creek	1	01/01-12/31	0.05
223N	Moose Creek	1	01/01-12/31	0.31
223N1	Moose Creek	1	01/01-12/31	0.11
223O	Moose Creek	1	01/01-12/31	0.01
223P	Moose Creek	1	01/01-12/31	0.04
223P1	Moose Creek	1	01/01-12/31	0.06
223Q	Moose Creek	1	01/01-12/31	0.10
223T	Moose Creek	1	01/01-12/31	0.20
223W	Moose Creek	1	01/01-12/31	0.10
223Z	Moose Creek	1	01/01-12/31	0.50
354B	Salmon River	1	01/01-12/31	0.09
354G	Salmon River	1	01/01-12/31	0.47
546	Clearwater	1	01/01-12/31	0.15
546A	Clearwater	1	01/01-12/31	0.07
Total				6.72

Background

The SDEIS is proposing two new forest plan amendments related to Management Area standards. The first relates to elk and deer winter range - Management Area 16 and the second relates to Wall Creek Municipal Watershed - Management Area 22 (USDA-FS 1987, as amended). **Appendix D presents effects analysis related to the proposed Forest Plan Amendments.**

Policy and Purpose

Under the National Forest Management Act [NFMA, 16 USC 1604(f)(4)], forest plans may “be amended in any manner whatsoever after final adoption and after public notice, and, if such amendment would result in a significant change in such plan, be in accordance with subsections (e) and (f) of this section and public involvement comparable to that required by subsection (d) of this section.” The NFMA regulations at 36 CFR 219.8 states:” For each proposal for a plan amendment, the responsible official must complete appropriate environmental analyses and public involvement in accordance with Forest Service NEPA procedures.”

This is the first public notification of this proposed amendment throughout the NEPA process. Chapter 2 describes the alternatives, including the proposed amendment. This appendix organizes the proposed amendment information into one location. A response to the comments received on this text and would be included in the FEIS and/or ROD.

Section 1926.51 of the Forest Service Directives (www.fs.fed.us/emc/nfma/index5.html) gives guidance for determining what constitutes a “significant amendment” under NFMA.

The line officer has preliminarily determined, based on this guidance, that the forest plan amendments are not significant. They are not significant because they would not individually or cumulatively significantly alter the long-term relationship between levels of multiple-use goods and services originally projected. Nor would they have an important effect on the entire land management plan or affect land and resources throughout a large portion of the planning area during the planning period. The Forest Plan for the Nez Perce is currently being revised. Therefore, they are not a long term change in the plan.

In this Appendix, the proposed amendments are organized to:

- ◆ Describe the amendment element
- ◆ Explain the purpose and the need for the amendment
- ◆ Describe the direct, indirect and cumulative impact of the amendment
- ◆ Apply the Forest Service Handbook criteria for assessing whether or not the amendment is significant, and
- ◆ Display the preliminary conclusion on significance or non significance.

Elk and Deer Winter Range - Management Area 16

PROJECT –SPECIFIC AMENDMENT PROPOSED FOR THIS STANDARD

NEZ PERCE NATIONAL FOREST

LAND AND RESOURCE MANAGEMENT PLAN

AMENDMENT NO. XX (PROPOSED)

PROJECT-SPECIFIC AMENDMENT WOULD APPLY TO DRAMVU PROJECT ONLY

The purpose of this amendment is to allow local roads in Management Area 16 to remain open to wheeled motorized vehicles during winter, only for the DRAMVU project.

This project-specific amendment would remove Management Area 16, Wildlife and Fish, Access Management Standard #1 for some roads. This would allow the listed local roads to remain open to wheeled motorized use in the winter. The DRAMVU project would specifically-identify arterials and collectors that would be open for use in winter.

*** End of Amendment ***

Purposed and Need of Amendment

PURPOSE

The purpose of this amendment is to allow wheeled motorized access on local forest roads in the winter in Management Area 16 – Elk and deer winter range.

NEED

The Nez Perce National Forest identified Management Area 16 as elk and deer winter range in the Forest Plan (~151,000 acres; USDA-FS 1987 as amended). The goal of these lands is to provide quality winter range habitat for elk and deer. The Management Area standard for wildlife, directs the forest to restrict all roads except specifically identified arterials and collector roads, in the winter to reduce potential disturbance, harassment, and poaching of animals. This standard directs the forest to close local roads in winter in this management area and specifically identify other roads for use during the winter.

The potential effects to elk and deer winter habitat was completed using Wildlife Indicator 7 in the DEIS. However, the DEIS did not identify the need for a forest plan amendment or present the effects of an amendment for public comment.

It was determined that some of the roads presented in the DRAMVU DEIS alternatives would not be consistent with the management area standard for wildlife and fish. A forest plan amendment is needed for these local roads to remain open for wheeled motorized use in the winter as proposed in the DEIS.

This is new information and comments on this amendment are requested at this time.

Background

The DEIS did not site-specifically present the effects of the Alternatives in relation to the forest plan direction for elk and deer winter range - Management Area 16 (Figure 3-1). After review of the existing road designations within the elk and deer winter range and the management area standards (Table 1-1, USDA-FS 1987 as amended), it was determined that a forest plan amendment would be needed for some local roads to remain open for use in the DEIS Alternatives 1A, 2, 3 or 4 or to propose seasonal use on these roads. The forest is proposing a project-specific forest plan amendment to allow some local roads to remain open in elk and deer winter range.

The Nez Perce Forest Plan, Management Area Direction related to access management that applies to this project, for Wildlife and Fish (Page III-46) currently reads as follows:

Table D-2. Forest Plan Management Area 16 – Standard.

RESOURCE ELEMENT	STANDARDS
WILDLIFE AND FISH Access Management	1. Restrict all roads except specifically-identified arterials and collectors during winter to reduce disturbance, harassment, and poaching of animals. Roads to be closed shall be identified in the Forest Travel Plan.

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Chapter 2 presents roads proposed to be seasonally closed in elk and deer winter range in response to the Forest Plan, management area direction and elk and deer winter habitats. Appendix D presented the effects of this proposed amendment.

Indicators of the Forest Plan Amendment

- Project Specific Amendment for Management Area 16 (yes/no).

Supplemental information is provided on:

- DEIS, Chapter 2, Proposals for Route Designations in elk and deer winter range.
- DEIS, Chapter 3, Existing Condition and Environmental Consequences of the proposals in elk and deer winter range.
- DEIS, Appendix D – Proposed Forest Plan Amendment – New Amendment.
 - List of local roads proposed to be open in elk and deer winter range

Direct, indirect and Cumulative Impact of Amendment

See also existing condition and environmental consequences presented in the DEIS Chapter 2 and 3, Wildlife – Indicator 7 and SDEIS Chapter 3 – Wildlife. The wildlife biologist used the following indicator to analyze the effects on elk and deer winter range in the DEIS:

- ◆ Indicator 7 – Motorized Routes in Xeric Habitat Forest-wide. This indicator evaluates the effects of the project on elk winter range.

None of the DEIS or SDEIS proposed designations change over-snow vehicle use.

No ACTION ALTERNATIVE

Alternative 1 would not amend the forest plan. Thirty-five local roads in winter range would remain open for use by wheeled motorized vehicles in the winter. This alternative would not be consistent with the Forest Plan, Management Area 16 standard. Eighteen arterial/collector roads are open in winter range and designated for use yearlong (Table D-4 and D-5).

No forest plan amendment is proposed.

ACTION ALTERNATIVES

All action alternatives would amend the forest plan for Management Area 16 – Wildlife and Fish, Access Management Standard #1. This amendment would only apply to the DRAMVU project.

None of the action alternatives would adjust the goals, objectives or outputs as described in the forest plan, management area boundaries or prescriptions. This wildlife amendment does not alter the multiple-use goals and objectives for long-term land and resource management. The forest goal to provide and maintain a diversity and quality of habitat to support viable populations of native and desirable non-native wildlife species would still be met. The objectives of managing elk habitat would not change.

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With the proposed amendment, up to 35 local roads (up to 144 miles) would be open for wheeled motorized use in winter and approximately 16-18 arterial/collector roads (up to 192 miles) would be designated as open yearlong, in winter range.

Table D-4 displays the local roads proposed with the amendment to be open during winter to wheeled motorized vehicles, by alternative. Table D-5 displays the arterial/collector roads in winter range that would remain open for use yearlong to wheeled motorized vehicles, by alternative.

The effects analysis of these roads being open in winter in elk and deer winter range has been completed (See SDEIS, Chapter 2 and 3, Wildlife). See also SDEIS - Appendix B for a complete list of roads. This information is provided to disclose the proposed amendment, effects and gain comments from the public.

Alternatives 1A (Proposed Action).

In elk and deer winter range, this alternative proposed to designate 35 local roads as open for wheeled motorized use in winter and approximately 18 arterial/collector roads to be designated as open yearlong.

Alternative 2.

In elk and deer winter range, this alternative proposed to designate 33 local roads as open for wheeled motorized use in winter and approximately 18 arterial/collector roads to be designated as open yearlong.

Alternative 3.

In elk and deer winter range, this alternative proposed to designate 29 local roads as open for wheeled motorized use in winter and approximately 16 arterial/collector roads to be designated as open yearlong.

Alternative 4.

In elk and deer winter range, this alternative proposed to designate 34 local roads as open for wheeled motorized use in winter and approximately 18 arterial/collector roads to be designated as open yearlong.

Supplemental Proposals.

In elk and deer winter range, this SDEIS proposed to designate proposes 2 local roads to be open for use during the winter.

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Table D-4 Proposed Amendment – Local Roads by Alternative.

Road ID	Estimated Miles	Amendment Needed to Allow Wheeled Motorize Use on Local Roads in Winter, by Alternative				
		1A	2	3	4	SDEIS
1842	2.3	Yes	Yes		Yes	
1870	5.2	Yes	Yes		Yes	
1899	4.6	Yes	Yes	Yes	Yes	
1899A	1.6	Yes				
2025	10.6	Yes	Yes	Yes	Yes	
2052	5.9	Yes	Yes	Yes	Yes	
2052A	1.3	Yes	Yes	Yes	Yes	
2056	6.0	Yes	Yes		Yes	
221G	1.6	Yes	Yes	Yes	Yes	
222	25.7	Yes	Yes	Yes	Yes	
222K	1.0	Yes	Yes	Yes	Yes	Yes
290	12.1	Yes	Yes	Yes	Yes	
290F	0.1	Yes	Yes	Yes	Yes	
307	3.5	Yes	Yes	Yes	Yes	
309B	1.2	Yes	Yes	Yes	Yes	
317C	0.4	Yes	Yes	Yes	Yes	
319	11.5	Yes	Yes	Yes	Yes	
319A	0.2	Yes	Yes	Yes	Yes	
354F	0.2	Yes	Yes	Yes	Yes	
440	1.9			Yes	Yes	
443	8.1	Yes	Yes	Yes	Yes	
484	3.9	Yes	Yes		Yes	
487B	0.7	Yes	Yes	Yes	Yes	
492	20.6	Yes	Yes	Yes	Yes	
493E	0.3	Yes				
517C	0.2	Yes	Yes	Yes	Yes	
536	0.4	Yes	Yes	Yes	Yes	
652	0.4	Yes	Yes	Yes	Yes	
76049	2.6	Yes	Yes	Yes	Yes	
78350	0.2	Yes	Yes	Yes	Yes	
9337	2.5					Yes
9427	0.2	Yes	Yes	Yes	Yes	
9448	0.1	Yes	Yes	Yes	Yes	
9448	2.0					
9825A	2.2	Yes	Yes	Yes	Yes	
9866	1.9	Yes	Yes	Yes	Yes	
9866A	1.0	Yes	Yes	Yes	Yes	
9868	1.3	Yes	Yes		Yes	
Total	145.5	35	33	29	34	2

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Table D-5 Arterial/Collector Roads Open in Winter Range by Alternative.

Road ID	Estimated Total Miles	Arterial/Collector Roads proposed to be designated as open in winter range by DEIS Alternative			
		1A	2	3	4
1858	7.0	Yes	Yes	Yes	Yes
1875	1.0	Yes	Yes	Yes	Yes
221	14.8	Yes	Yes	Yes	Yes
223	12.8	Yes	Yes	Yes	Yes
241	10.2	Yes	Yes	Yes	Yes
263	9.1	Yes	Yes	Yes	Yes
317	15.3	Yes	Yes	Yes	Yes
354	8.2	Yes	Yes		Yes
469	4.1	Yes	Yes	Yes	Yes
470	10.6	Yes	Yes		Yes
487	1.8	Yes	Yes	Yes	Yes
492	6.7	Yes	Yes	Yes	Yes
517	13.9	Yes	Yes	Yes	Yes
624	6.5	Yes	Yes	Yes	Yes
648	23.2	Yes	Yes	Yes	Yes
649	9.4	Yes	Yes	Yes	Yes
651	16.7	Yes	Yes	Yes	Yes
672	21.4	Yes	Yes	Yes	Yes
Total	192.4	18	18	16	18

CUMULATIVE EFFECTS

There are no cumulative effects to this amendment, because it is a project-specific amendment and is limited in time.

Application of FSH 1926.51 Directives Not Significant Criteria

The determination of whether this proposed amendment is significant was done using the process in the Forest Service Planning Handbook, 1926.51 (<http://www.fs.fed.us/emc/nfma/index5.html>). The handbook states changes to the land management plan that are not significant can result from four specific situations. This project –specific amendment is compared to those situations below:

Table D-6. Criteria Considered

Changes to the Land Management Plan That are Not Significant	Alternative 1A, 2, 3 or 4 MA-16 - Wildlife Standard #1 - Amendment
1. Actions that do not significantly alter the multiple use goals and objectives for long-term land and resource management.	The objectives set in the forest plan for elk and deer winter range would not be altered. This project would be evaluated against the objectives. The goal to improve the quality of the winter range habitat for deer and elk through timber harvesting, prescribed burning, and other management practices would still be met.
2. Adjustments of management area boundaries or management prescriptions resulting from further onsite analysis when the adjustments do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management.	The wildlife amendment does not alter the multiple-use goals and objectives for long-term land and resource management. This amendment would not adjust the boundaries or prescriptions of Management Area 16. The amendment only affects the analysis for this project. It is a project-specific amendment that would have no effect Forest Plan objectives or outputs. The amendment would not change the need for the forest, and this project, to provide habitat to support viable wildlife populations, and provide elk and deer winter range.
3. Minor changes in standards and guidelines.	This amendment would <u>only</u> apply to the DRAMVU project. All other wildlife goals and standards would be applied to this project. The analysis of effects on wildlife habitat, including elk habitat have been completed in detail (DEIS, Chapter 2 & 3, Wildlife – Indicators 1, 2, 3 and 7; and SDEIS, Chapter 2 & 3 Wildlife).
4. Opportunities for additional projects or activities that will contribute to achievement of the management prescription.	Future projects would follow the current Forest Plan standards and contribute to the achievement of management prescriptions and standards for elk and deer winter range and for other species. This amendment would not adjust management areas boundaries or management prescriptions in Management Area 16 used in future analysis.

Conclusion – Significance/Non-Significance

The preliminary determination is that the adoption of this amendment to the Nez Perce National Forest Plan, for wildlife is not significant. This conclusion is based on consideration of the four factors identified in the Forest Service Planning Handbook, 1926.51 and considering the Forest Plan in its entirety. This amendment is fully consistent with the current Forest Plan goals and standards.

Wall Creek Municipal Watershed - Management Area 22

PROJECT –SPECIFIC AMENDMENT PROPOSED FOR THIS STANDARD

NEZ PERCE NATIONAL FOREST

LAND AND RESOURCE MANAGEMENT PLAN

AMENDMENT NO. XX (PROPOSED)

PROJECT-SPECIFIC AMENDMENT WOULD ONLY APPLY TO THE DRAMVU PROJECT.

The purpose of this amendment is to allow some roads in Management Area 22 to remain open for motorized use, only for the DRAMVU project.

This project-specific amendment would remove Management Area 22, Recreation Management, Standard #5, for some roads. The project-specific amendment would allow some local roads, in Management Area 22, to remain open in the Wall Creek watershed for only the DRAMVU project.

*** End of Amendment ***

Purposed and Need of Amendment

PURPOSE

The purpose of this amendment is to allow access on local forest roads in the Wall Creek, municipal watershed - Management Area 22.

NEED

The Nez Perce National Forest identified as Management Area 22 as the Wall Creek Municipal Watershed in the Forest Plan (approximately 2,042 acres). The Management Area standard for recreation directs the forest to designate collector roads for use, and to close local roads to motorized use. This is to protect water quality.

It was determined that some of the roads presented in the DEIS alternatives would not be consistent with the standard. There is a need to evaluate the effects on water quality from the proposed DRAMVU project. A forest plan amendment is needed for local roads to remain open for use.

The DEIS did not identify the need for a forest plan amendment or present for public comment the effects of an amendment. The DEIS did not fully disclose the effects of the Alternatives in relation to the forest plan direction for Management Area 22 – Wall Creek Municipal Watershed.

Based on the current condition a project-specific forest plan amendment is needed with Alternative 1A, 2, 3 and 4 to allow one to four local roads to remain open in Wall Creek watershed.

This is new information and comments on this amendment are requested at this time.

Background

In the DEIS did not site-specifically present the effects of the Alternatives in relation to forest plan direction for the Wall Creek, Municipal Watershed - Management Area 22 (Table 1-2, USDA-FS 1987, as amended). After closer review of the existing road designations within the Wall Creek Municipal watershed, it was determined a forest plan amendment would be needed for some local roads to remain open for use in Alternatives 1A, 2, 3 or 4 or proposal to close these roads. The forest is proposing a project-specific forest plan amendment to allow motorized use to continue on some local roads to in the Wall Creek watershed.

The Nez Perce Forest Plan, Management Area Direction that applies to motorized access and this project, for Management Area 22, Wall Creek watershed (Page III-61) currently reads as follows:

Table D-3 – Forest Plan – Management Area 22 standard.

RESOURCE ELEMENT	STANDARDS
RECREATION Recreation Management	5. Restrict motorized recreation vehicles to designated collector routes. <i>This text reflects changes made by amend #12.</i>

Indicators of the Forest Plan Amendment

- ◆ Project Specific Amendment for Management Area 22 (yes/no).

Supplemental information is provided on:

- DEIS, Chapter 2, Proposals for Route Designation Other - Wall Creek watershed.
- DEIS, Chapter 3, Existing Condition and Environmental Consequences of the closure of roads in Wall Creek watershed.
- DEIS, Appendix D – Proposed Forest Plan Amendment – New Amendment.
 - List of local roads proposed to be open in Wall Creek watershed.

Direct, indirect and Cumulative Impact of Amendment

Effects to water quality from the proposed amendment of MA-22-Recreation Standard #5, was completed as specified in the Forest Plan. See also SDEIS Chapter 2 and 3, Watershed.

NO ACTION ALTERNATIVE

Alternative 1 would not amend the forest plan. Motorized recreational use would continue on some local roads in Wall Creek watershed (Management Area 22). Approximately 4.2 miles of local roads (1106B, 337A, 9472, 9472A) would remain open within Management Area 22. This Alternative would not be consistent with the Forest Plan, Management Area 22 standard. There would be no change in the effects as described in the DEIS.

No forest plan amendment is proposed.

ACTION ALTERNATIVES

The DEIS action alternatives would amend the forest plan for Management Area 22 – Recreation Standard #5 to allowed continued use of some local roads. This amendment would only apply to the DRAMVU project (Table D-7).

None of the action alternatives would adjust the goals, objectives or outputs as described in the forest plan, management area boundaries or prescriptions. This amendment does not alter the multiple-use goals and objectives for long-term land and resource management. The objectives of the management area would not change and is to provide domestic water downstream.

Local roads open for motorized use in Wall Creek watershed would require a forest plan amendment in Alternatives 1A, 2, 3 and 4 (DEIS, Appendix B, Existing Condition Table page 20). The proposed amendment would allow 0 to 4.2 miles of local road to remain open for motorized use (Table D-7) with arterial and collector roads designated for use. For this project the effects analysis on the Wall Creek watershed completed (SDEIS, Chapter 2 and 3, Watershed).

The Forest Plan placed its highest level of watershed protection in municipal watersheds, and watersheds supporting Chinook fisheries habitat, with a Fishery Water quality objective of 90%. Selecting the proposed amendment for MA22 suspends the Forest Plan Standard restricting 'motorized vehicles to designated collector routes'. Use of these routes could result in an increased level of erosion and associated sediment to

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Wall Creek. The level of sedimentation associated with these roads is very small because, although they are all native surface roads on moderate-to-highly erosive soils, they are all upland roads with no riparian crossings.

Alternatives 1A (Proposed Action). This alternative proposes 4.2 miles of local roads (Roads 1106B, 337A, 9472, 9472A) to remain open for yearlong motorized use to ATV/cycles. Approximately 43% of the local roads in Wall Creek watershed would be open for motorized use.

A forest plan amendment would be needed on these roads.

Alternatives 2, 3 and 4.

These alternatives propose 1.0 miles of road (Road 337A) to remain open for yearlong motorized use to ATV/cycle use. Approximately 10% of the local roads in Wall Creek watershed would be open for motorized use. A forest plan amendment would be needed on this road.

Roads 1106B, 9472 and 9472A would be closed to motorized use yearlong. These local roads represent 33% of the local roads in Wall Creek watershed. This would meet the intent of the forest plan.

Supplemental Proposals.

This SDEIS proposes Road 337A to be closed yearlong to ATV/cycle use. With this alternative, 0 miles of local roads would remain open for use in the Wall Creek watershed, and no forest amendment would be needed. Approximately 0% of the local roads in the Wall Creek watershed would be open for motorized use.

Table D-7. Local roads in Wall Creek watershed (MA 22) by Alternative.

Route Number	Road Miles	Alternative 1/1A		Alternative 2, 3, 4		SDEIS Proposal		Amendment Required By Alternative				
		SYMBOL	DATES	SYMBOL	DATES	SYMBOL	DATES RESTR_CODE	1A	2	3	4	SDEIS
1106B	1.8	18	01/01-12/31	0	01/01-12/31	No Proposal		Yes	No	No	No	N/A
337A	1.0	18	01/01-12/31	18	01/01-12/31	0	01/01-12/31	Yes	Yes	Yes	Yes	No
9472	1.3	18	01/01-12/31	0	01/01-12/31	No Proposal		Yes	No	No	No	N/A
9472A	0.2	18	01/01-12/31	0	01/01-12/31	No Proposal		Yes	No	No	No	N/A

CUMULATIVE EFFECTS

There are no cumulative effects to this amendment, because it is a project-specific amendment and is limited in time. This administrative change would not alter the cumulative effects described in the DEIS.

The forest goal to ensure that Idaho water quality standards for community public water use would still be met.

Application of FSH 1926.51 Directives Not Significant Criteria

The determination of whether this proposed amendment is significant was done using the process in the Forest Service Planning Handbook, 1926.51 (<http://www.fs.fed.us/emc/nfma/index5.html>). The handbook states changes to the land management plan that are not significant can result from four specific situations. This project –specific amendment is compared to those situations below:

Table D-8 Criteria Considered

Changes to the Land Management Plan That are Not Significant	Alternative 1A, 2, 3 or 4 MA-22 – Recreation Standard #5 - Amendment
1. Actions that do not significantly alter the multiple use goals and objectives for long-term land and resource management.	The objectives set in the forest plan for the Management Area 22 would not be altered. This project would be evaluated against the objectives. The goal to improve the quality in the Wall Creek watershed and other management practices would still be met.
2. Adjustments of management area boundaries or management prescriptions resulting from further onsite analysis when the adjustments do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management.	<p>The proposed amendment does not alter the multiple-use goals and objectives for long-term land and resource management. This amendment would not adjust the boundaries or prescriptions of Management Area 22.</p> <p>The amendment only affects the analysis for this project. It is a project-specific amendment that would have no effect Forest Plan objectives or outputs.</p> <p>The amendment would not change the need for the forest, and this project, to provide water quality for domestic water use downstream.</p>
3. Minor changes in standards and guidelines.	<p>This amendment would <u>only</u> apply to the DRAMVU project. All other watershed goals and standards would be applied to this project.</p> <p>The analysis of effects on water quality have been completed in detail (DEIS, Chapter 2, Watershed; and SDEIS, Chapter 2 & 3-Watershed).</p>
4. Opportunities for additional projects or activities that will contribute to achievement of the management prescription.	<p>Future projects would follow the current Forest Plan standard and contribute to the achievement of management area prescriptions and standards for watershed.</p> <p>This amendment would not adjust management areas boundaries or management prescriptions in Management Area 22 used in future analysis.</p>

Conclusion – Significance/Non-Significance

The preliminary determination is that the adoption of this amendment to the Nez Perce National Forest Plan, for Management Area 22, standard is not significant. This conclusion is based on consideration of the four factors identified in the Forest Service Planning Handbook, 1926.51 and considering the Forest Plan in its entirety. This amendment is fully consistent with the current Forest Plan goals and standards.

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The End.